

# Trail Rider

MAGAZINE

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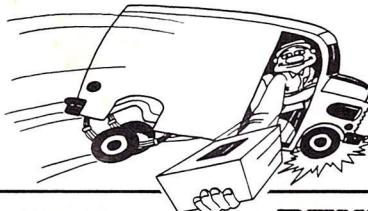
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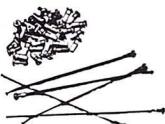


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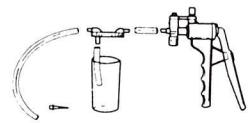
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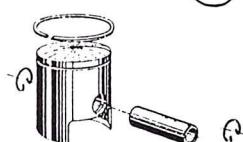
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**On the cover:** Josh McLevy spent time as a Mini and Junior class hare scrambles terror, as a student of Tom Norton's, and as a wild competitor throughout New England. He just missed it last year, but in '97 he flat dominated the NETRA hare scrambles series, and now he's the holder of the #1 plate. Photo by the Bossman.

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**Warning:** there isn't anything that will top the feeling you get from piloting a motorcycle through the woods, but you have to accept the risks inherent in this sport if you're going to do it. There are no safety features expressed or implied, there are no airbags or seat belts to protect you from yourself. The entire burden of personal safety rests right on your shoulders, Bucko, and if you mess up it's not the land owner's fault, not the bike manufacturer's fault, and certainly not our fault. We recommend using all the protective clothing you can, and be aware of what you're doing at all times. And then, it's fun.

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**Back Issues:** A limited number of back issues are available. Write us and let us know the month and year, and send \$2 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

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**Contributors:** We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

# LAST OVER

by Paul Clipper

## Forever "B"

*Editor's note: Since it's the week before Christmas as we're putting this magazine together, and since the writer of this column is suffering from visions of sugarplums dancing in his head, we offer to you this old chestnut of a column written back when he was young and vital and could actually pass someone at an enduro. Hopefully next month we'll have something a little fresher for you; in the mean time enjoy, and have a great holiday season!*

**A**gainst my better judgement, I was forced into riding the first National enduro of the season. I should have known better. I'd been traveling out of town the weeks before it, and spending far too much time behind a desk, and not enough time riding. I knew better, but the advantages seemed to outweigh the disadvantages—it was dry and dusty down here, while it promised to be wet and fun in Northern California, I had a good bike ready to go, and it would be the only time to see all the national guys before the circuit moved back east. The strangest part was that I forced myself..

So I went. We drove up in a camper and had a good old time on the way, the only hassle turned up when we pulled into the campground—the enduro was sold out. I had a feeling I should count my blessings and just take pictures, but I wound up buying an entry from a guy who couldn't make it because of a mangled foot or something. Mike Franklin, you shouldn't be disappointed..

And I wasn't a bit nervous, silly me. I rode up to the line when the top riders were going off, said hi, cracked a few jokes, and got a kick out of watching all the people who were sweating bullets. "Hey, what is there to be nervous about? It's just another enduro!"

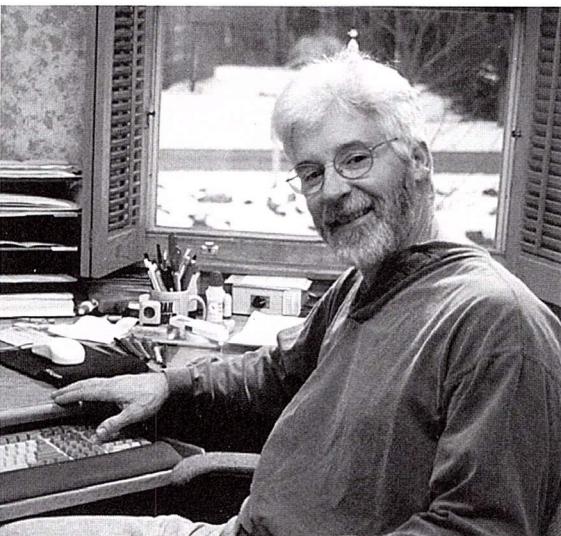
Just another national enduro is what it was.

I found out about that small fact about eight miles into the run. Before that, I'd gotten into some traffic and lost a point at each of the first two

checks. I was kind of surprised at how tight the run was timed, but I was thinking that's no trouble, you can make it up in the tough sections.

Yeah, right. The first tough section I got to was a narrow trail hacked through manzanita bushes, and if you're not familiar with manzanita, well, it's a lot like a giant azalea made out of cast iron. I came flying into this section at the top of my minute, immediately got both feet ripped off the pegs, and plowed head first into a wall of the stuff. It took a superhuman effort to drag the bike and my body out of it, and then I jumped back on and floored it. And immediately got half knocked off the bike again.

I wasn't quite as fast getting the bike out this second time, and just to make sure I didn't do any more dead weight



lifting, I rode very carefully through the rest of the section. They took off a ton of points at the check, but I didn't mind. It all came back at the reset anyhow, and I moved off again, right on time and only a little bruised.

No sweat. If I just stay smart and ride on time, I thought, I could have the class win in the bag. I looked down at the clock, and I was late—just a few seconds, so I upped the speed and started concentrating again. After a couple of miles I looked down and saw that I was running a little later. I turned up the wick a little more, started passing a few more people, but when I looked back at the instruments it was doing little good. The faster I went, the slower the odometer seemed to turn, and the trail just kept getting uglier..

Of course, by this point I'm riding at a breakneck pace. I am flailing through this course, on the edge of control, and the ground is hard and covered with little rocks, the kind that make it feel as if there's nothing holding you down on

the ground. Eventually I wind up stuck behind another Kawasaki rider who's obviously ten years younger than me, and he won't make it easy for me to pass. Every time he makes a tiny little mistake I'm right on his butt, but then I goof something up and he gains on me.

Finally I make my move. We're on a tight little fireroad, and I see him going for the outside of the turn. I tweak it to the inside and start braking really hard, getting ready to gas it around him, when I see the rain rut that made the outside line so attractive. It's about 22 inches across and about nine miles deep, and in half a second it has a death grip on my front tire.

I passed the guy, but only for a fraction of a second. I noticed him behind me as I went by—in the air and about a foot off the ground, minus the bike. He

got me back after I slid into the bushes like a snake, and I really wasn't that concerned about catching him again. I was jammed into a manzanita patch so tight I might as well have been tied up and stuffed into a 30-gallon oil drum, and it must have looked incredibly awkward to the people passing by..

I dragged myself out, clothes ripped to shreds, and then hauled the bike out of the ditch. The odometer said 11.4 miles. That means only 94.6 miles left to go.

The remainder of the first two loops was spent nearly hurting myself or just losing a whole gang of points at each check. In the morning I'd had visions of the "B" overall, and a quick trip to the "A" class, but by the halfway point I was resigned to spending the rest of my life in the "B" class.

In my only lucky moment of the day, I was coming down this fire road and suddenly was watching the rear wheel trying to pass me by. All the classic symptoms of a flat rear tire, and you should have seen me smile as I fought back the highside. I stopped to check it out, and it was true—the tire was flat. I imagined myself standing in front of a cheering crowd, covered with mud and wearing an idiotic smile, saying "This must be the happiest moment of my life!"

You would think that victory was the only avenue to satisfaction, but on this day an ignoble defeat was worth its weight in gold medals. This day in 1984 continued a pattern that has remained unbroken to the present time; an unwillingness to suffer intense pain that has kept me fat and lazy in the B class, and hopefully will sustain me there for the rest of my life. There are worse things that could happen to you....□

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# EASTERN NEWS

## Meteor Gets GNCC

There was a lot of publicity—pro and con—for the Meteor Motorcycle Club hare scrambles this past season, the event occurred on November 23rd of last year. The controversy was over the cash payout of \$2500, which was spread over the top 15 riders. We actually heard grumbling that the event was a "Lafferty benefit" since Mike Lafferty won the \$1000 first prize. Our guess is that the few naysayers were suffering from a bad case of sour grapes; after all, Lafferty had to actually finish the race in first in order to collect the prize, which is something no one else there managed to do. Regardless, the race was a hit with the majority of the riders, and also with the spectators. Since then, there's more good news from Manahawkin. Lindsay Pirie, unofficial "trail boss" of the event, picked up the phone the week after the event and offered the race site to Dave Coombs as a possible venue for the Grand National Cross Country Championships in 1998. Coombs, who used to summer over at the Jersey shore, and play bass in a blues band that hit all the dives in Somers Point, was more than enthusiastic about the idea. He came out and inspected the area, and got taken around a lap on the course, and without too much deliberation added the event to the schedule. So, pending approvals from the town, expect to be able to attend a GNCC event right here in our own back yard on June 6th and 7th. We'll keep you posted on details of the event in future issues.

## Riders Wanted!

Yes, it's time for another Spring Tour of Nevada. Matt Ernst of Nevada Motorcycle Adventures called and leaned on us hard enough to convince us that it was time to create another Trail Rider Spring Tour of Nevada. Now, the last time we did this we had about ten riders along and had a great big ball, and we expect this one to be just as much fun. Two date options are available. Option #1 is April 12—17, 1998. This will be NMA's first trip for the season, with less miles per day because of the shorter days. We'll be riding 80 to 100 miles a day along the Nevada/California border, riding canyons, desert terrain and the lower (9,000 foot) mountains as far as we can (there's snow in them hills!). The regular price is \$1795 for the tour, but for eight riders or more Matt will charge only \$1495. Get to this ride early and you can poach some spring skiing at Tahoe before or afterwards!

Option #2 is June 21—26. The longest



Lindsay Pirie, left, and Dave Coombs at the Meteor race site in South Jersey.

days of the year means more riding, and more high country access in the same areas as the above trip. Plenty of ghost towns, hot springs, dry lakes, you name it. The cost for this one is \$1695 for eight or more riders. The cost includes a guide, motorcycle, fuel, support vehicle, five nights lodging (double occupancy), five dinners and breakfasts, six lunches and trail refreshments. Reservations must be received before February 28th, so talk it over with your buddies and call NMA to get hooked up, at (702)359-4380, or e-mail to . We repeat: It will be big fun!

## Where Not to Ride

There is a very popular riding spot in eastern Pennsylvania called Tower City. You know where it is if you've been there, if you haven't, well, we're not going to tell you where it is, because it's now closed. The closure was a reaction to acts of vandalism, litter, and just plain abuse of the property by a select few abusers out there. Members of the Pennsylvania Trail Riders Association and other concerned groups are working with the land owner at Tower City, trying to come up with a solution to the problem, something that will allow the gates to be opened again, but it's going to be a slow process. In the mean time, PATRA asks that everyone please stay away from Tower City, do not ride there illegally, and maybe if we all show some control we'll one day be able to ride at Tower City again. If you would like to offer some sort of help to PATRA in their endeavors, contact Mike Hevner at (201)703-3651.

## Soapbox

You know, more needs to be said about the above troubles at Tower City. It can happen anywhere. As a matter of fact, it may have happened at your riding area, and you might not know it. In case you haven't noticed, we don't make the laws. Other well-meaning people do. Laws are curious things; generally they're rules put in place by the bland majority to keep the fringe element under control. We are a fringe element—Charlie will tell you that—and as such we really have to watch what we do. A lot of our guys think that we have some sort of God-given right to ride anywhere we want. We don't. You can't just park your truck anywhere, unload and ride. You may be surprised to know all the places we can't ride, and yet we do because it's tolerated by those nice people with guns that we've hired to enforce the laws that are written against us. If we do something to annoy them, expect the riding privilege to go away fast. Also, a lot of nihilistic riders still leave trash all over the place, drain their oil out on the ground, and dig up the dirt horribly while they race around their trucks. The justification for all this is usually, "Who gives a damn?" Well boys, you may not now, but when you grow up you'll probably be thinking like the rest of us, and be wanting to preserve what little riding area you have left. You don't have to become a posy-sniffing

environmentalist, but please try to limit your impact whenever and wherever you go riding. It'll help, in the long run.

## Musical Bikes

Who's riding what this year? Well, locally there may be a few little changes here and there. Tommy Norton is riding a Yamaha 125 out of Valley Motorsports, and he'll be concentrating on the NETRA hare scrambles series this year, as well as attending a few of the GNCC and AMA national events. Hare scrambles champ Josh McLevy is riding a Honda once again with Manchester Honda, only rumor has it he'll be concentrating on the GNCC and AMA national hare scrambles series, and filling in with NETRA events when he can. Manchester Honda must have freed up some funds, because they will not be sponsoring Damon Bradshaw again this year, so Josh might be getting some real factory treatment. NETRA enduro champ Jason Cayer appears to be riding a KTM this year, out of Razee's, and Jason will be concentrating on the NETRA enduros once again. Kevin Hines is rumored to be riding a Yamaha 400 four-stroke this season, out of Razee's, but we haven't been able to confirm anything—probably because of the late delivery of Yamaha's new four-stroke. Randy Hawkins too is rumored to be riding one of the new thumpers, but as of this writing he also doesn't have a bike. ECEA champ Fred Hoess, as of this writing, was still talking to his sponsor of last year, Bromley Suzuki, about a ride for '98. Fred hopes to ride the ECEA series, as well as the GNCC, national hare scrambles, ISDE Qualifiers, and selected national enduros in '98.

## Ride the Snow Run

The first enduro of the NETRA season is this month, with the traditional Snow Run kicking things off. Call the NETRA office to make sure it's happening, the date is February 8. Also, the weekend before that is Clarkie's Wild Ride, the first NETRA hare scrambles of the year, on the first of February. The day before that is the Clarkie's Junior enduro, once again call the NETRA office for details. □

## NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)	AMA
P.O. Box 478	P.O. Box 6114
Ellington, CT 06029	Westerville, OH 43081
(860)875-5757	(614)891-2425
East Coast Enduro Association (ECEA)	New York Trail Rider Alliance, NYTRA
RD 4, Box 5671	New England-New York Coalition, NENYC
Jonestown, PA 17038	8 Komar Drive
(717)365-0601	Charlton, NY 12019
Vermont Trail Riders Assc. (VTRA)	New Jersey Trails Conservancy (NJTC)
P.O. Box 136	1799 Route 38
South Pomfret, VT 05067	Mt. Holly, NJ 08060
Pennsylvania Trail Riders Association (PATRA)	District 6 Sports Assc.
Box 77	P.O. Box 554
Thomasville, PA 17364	Lebanon, PA 17042
Racer Productions (AMA GNCC Series)	(717)272-6896
Route 7, Box 459	SETRA
Morgantown, WV 26505	5165 Thompson Mill Rd.
(304)284-0084	Lithonia, GA 30038
Budds Creek MX/H.S.	Blue Ribbon Coalition
(301)475-2000	P.O. Box 5449
	Pocatello, ID 83202
	(208)237-1557

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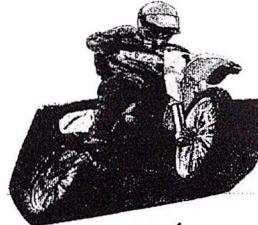
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- District 6 and ECEA Schedules available. See Joe.
- National GNCC Schedules & Entry Forms Available.

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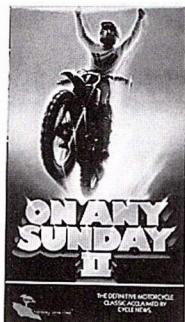
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# THE REST of the WORLD

## Return of a Classic

So first there was *On Any Sunday*, the motorcycle movie that defined and validated what we do even today. Bruce Brown's original movie came out in 1971 or thereabouts, and immediately people tried to better it, one way or another. Well, OAS wasn't improved upon until the sequel came out, *On Any Sunday II*. OAS II was more of the same, somewhat, with appearances by Brad Lackey, Bob Hannah, Kenny Roberts and Bruce Penhall, stars of that day (around 1981). The big news is that OAS II is now out in a digitally remastered video tape that you can own for only \$19.95—or, if you don't have your own copy of the original



On Any Sunday, you can get both videos for the low price of \$35. Where? From Whitehorse Press, who will also send you a catalog of all their motorcycle-oriented stuff for free. Call them at (800)531-1133 and tell them Trail Rider sent you.

## Way Off the Beaten Path

We've told you before about Lotus Tours. They keep sending us press releases. The latest tells us that they have tours planned this season in Ecuador, Morocco, Bhutan, India, Vietnam, Israel, Jordan and Egypt, France, Corsica, Peru, Italy...get the picture? If you want to go some place distant, bizarre, unusual, get in touch with Lotus and ask them what's up. Their number is (312)951-0031.

## New Junior Challenge

KTM sent us the exciting news that they inked a contract to repeat their KTM Junior Supercross Challenge again in 1998. In the series last year they supplied a dozen SXR Pro Jr. 50cc bikes to selected riders around the country, and each AMA Supercross event featured a KJSC race as an intermission show. Maybe you don't have kids, but if you do, you know what a cool thing this is, and it happens to be a great promotion of their mini bikes for the Austrian factory. Look for the

KJSC show at all of the SX venues this year.

Oh, and by the way, look for KTM to release a 65cc mini bike this spring, with a clutch and manual transmission and all the good stuff. We have some riders here who can't wait to try it....

## Notes from the Fringe

You think we live in a strange and wonderful world? We received a press release from Bub Enterprises, whom we don't know, but apparently they're involved in a land speed record attempt. The note was a little bit out of their log concerning this past fall's attempts at Bonneville Salt Flats. There's talk about shifting into fourth above 250 mph, heading for 300 when it popped out of gear, and a shift back into fourth under full power when "all hell broke loose" and a teardown revealed that the shift forks melted. Makes hare scrambles look tame. You won't be able to ride one of these bikes soon, but you can see Bub Enterprises' mount at the Cycle World International Motorcycle Shows this year.

## FIM Awards AMA

We get faxes in the middle of the night from Geneva, Switzerland all year long, and most of them are way out in left field, talking about gasoline testing at the

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European road races and such. This last one though, had something that applies to us. In it, the FIM admitted giving the AMA the annual FIM Environment Prize for 1997, since the AMA is the first national federation to "invest in matters linked to the protection of the environment." How about that! It's a feather in the cap, we're sure, but we'd personally give it up to get back all our riding area in Massachusetts, if the truth be known.

## Catalogs O'the Month

You say you still have some Christmas money burning a hole in your pocket? Haven't been able to get out of the cabin because of the snow? Well, we've got three catalogs here that you have to get, right away, before you spend that money on something silly, like food. The first is a neat little brochure put out by Summers Racing Components, or SRC for short. A lot of SRC's stuff is Honda XR-specific, since Scott Summers is the XR racing guru, but they also ave a few things that will



well as all their off-road specific goodies. Call them at (908)637-6385 and tell them you need a catalog. Finally, the catalog from Scotts Performance Products stands out as a compendium of a ton of things you're going to be interested in if you ride off road. Trust us-tools, gear, hard parts, enduro accessories—they've got it all. Call them at (818)248-BIKE for a free copy.

## On-Line Time

Kawasaki sent us a note letting us know that their new Web site is up and running, and you can get there by browsing towards [www.kawasaki.com](http://www.kawasaki.com) with your computer. At that point you will find everything you want to know about Kawasaki, including dirt bikes, road bikes, ATVs, race results

## National Enduro Series

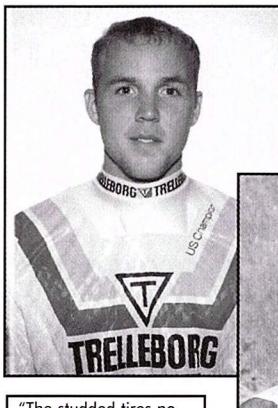
The schedule for the 1998 AMA National Enduro Series is as follows:

February 15, 1998  
Coalinga, CA • (408) 449-1041  
March 15, 1998  
Phoenix, AZ • (602) 996-3801  
March 29, 1998  
Belleplain, NJ • (609) 785-2754  
May 3, 1998  
Wellston, OH • (614) 384-6379  
May 17, 1998  
New Waverly, TX • (281) 444-1542  
May 24, 1998  
McArthur, OH • (937) 256-8365  
June 7, 1998  
Tillamook, OR • (503) 693-7417  
June 28, 1998  
Akeley, MN • (612) 689-2760  
July 12, 1998  
W. Greenwich, RI • (401) 397-3076  
August 9, 1998  
Divide, CO • (719) 495-0009  
August 23, 1998  
Drummond Island, MI • (517) 393-6477

and schedules, the works.

## Smith and Acerbis

Acerbis sent us a note, letting us know that they named their off-road team for the year. These guys have all been sponsored with ARS gear and plastic stuff. The list includes Destry Abbott, Johnny Campbell, Brian Keegan, Oakley Lehmen, Mike Monroe, and Chris Smith. Chris needed it, too; but it's going to be weird seeing him in coordinated clothing! □



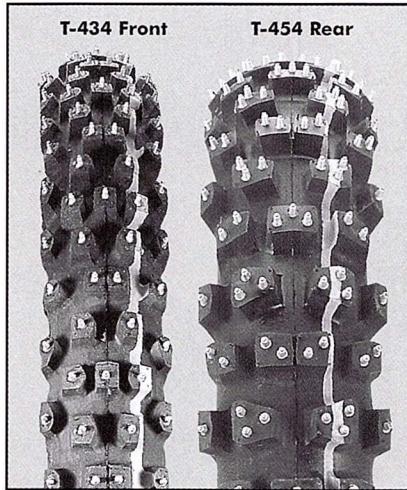
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# BLACK & BLUE

Rick Claxton beats them all at the season finale

By Paul Clipper

## Stafford, CT 11/2

Factory Connection rider Rick Claxton once again proved that consistency can pay off, especially in enduros. Claxton spent the day at his usual fast pace, made no mistakes that he couldn't overcome, and reigned supreme over a tough field that took its share of knocks. "Knocking" is what it's all about at the Black & Blue. The terrain here in central northern Connecticut is rocky and unforgiving, and at this time of year all the leaves are newly down, making it impossible to see the rocks, the roots, most of the mudholes and sometimes the trail itself. The early riders sometimes seem to use Braille to follow the arrows, and plenty of drizzling rain the day of the event certainly didn't help the fun factor.

This year, the NETRA championship would not depend on who did what at the Black & Blue. Last year's champ, Jason Cayer of Razee's Cycles, had already wrapped up the series at previous events, but he was still on hand to perhaps collect one more trophy. Also on hand was local New Englander Kevin Hines, getting in one more ride before the winter shuts down the enduro series. 1997's hare scrambles champ Tommy Norton was also in attendance, as was new hare scrambles champ Josh McLevy. There was plenty of talent lined up for the start, in merciful but short-lived dryness, with a total of only 130 riders braving conditions for the day.

As usual, Kevin Hines jumped out in front, showing off his ample experience at enduros, by entering the best score at the first points-taking check, check two. Hines dropped a 0:39, while Cayer and Norton came closest with a 0:57 and 0:55 respectively. Everyone else lost a point or more at that check, and the pack rumbled off to the

next two tight checks. Most zeroed check three, and then check four took a point from Hines, Norton, Cayer, Claxton, and Tech Tube's Bob White, who scored a previous NETRA overall win and is always in contention for top points.

Check five was the first check-in to a serious points-taking section, where the top riders lost their first real points for the day. In this section, Norton showed his old hare scrambles style, and he unplugged a field's best three point loss at the check-out, check 6. Hines and Cayer were right there, but they missed the flip, scoring a four at the check-out. That put Norton in the lead by a full point, but it was a risky place to be with two more zero checks coming up. Both checks seven and eight were easily makeable by all the A riders, and most did; however Norton stopped paying attention before check eight and walked in before the flip, scoring two burn points. Hines lost

concentration before check seven and went in a few seconds late, picking up an extra point there, while Cayer came clean through both, moving into the front-runner's position.

On the way to check nine, things evened out again. Nine was an emergency check easily makeable by the top riders, but Cayer fell asleep and went in past the flip, scoring a 1:18, while Hines clocked another zero, 0:31 to be exact, and the two were once again tied for points. Norton had the bad luck to tag a rock with his foot, sprain-



Claxton started the day well and got faster in the afternoon, winning the OA by a point.



Keith Goodell topped the Super Senior class, but rode the whole course just for fun.



Raffi Peterson would be a great guide for how to get to the A class in a hurry. He won another HPB today.



Bob Stadler swims for his life. He would have won the B Vet class if he had ridden faster...and finished.



Jason Cayer, left, and Rick Claxton hang out waiting for trophies. Cayer repeats as NETRA champ in '97.



*Third place finisher in the A Heavy class, Mike Nash, roosts down a hill at Michalec's.*

ing it and making it impossible to ride, so he was out for the day. Claxton also scored a zero at check nine, as did White and McLevy, and a number of the better A class riders, but Hines and Cayer still had them all by a point, at least.

Josh McLevy got a chance to show off his hare scrambles skill at check 10, carding a blistering two points, half the points taken by Hines and Cayer. This moved Josh up, but with his burn points already it didn't bring him much closer to the front. Hines

<b>Black and Blue Enduro</b>	3. M. Nash	KTM 48	2. P. Vanryswood	KTM 63	2. W. Morales	Kaw 96	
<b>Overall Champion</b>	<b>A Four Stroke</b>		3. M. Stone	Hon 97	<b>C Light</b>		
Rick Claxton	CRE 22	1. J. Burns	Hbg 31	4. J. Cote	KTM ck.14	1. B. Staper	ck.11
<b>High Point A</b>	2. R. Seymour	Hon 42	5. J. Copeland	ck.6	<b>C Heavy</b>		
Hans Neff	<b>A Veteran</b>		<b>B Four Stroke</b>		1. S. Harrington	KTM 63	
<b>High Point B</b>	1. S. Fischer	CRE 35	1. J. Considine	Hus 62	2. T. Donner	Hus 64	
Raffi Peterson	2. F. Goldberg	Hon 36	2. A. Jalbert	Hon ck.9	3. E. Jarvas	KTM 64	
<b>High Point C</b>	3. K. Robbins	CRE 37	3. A. Fabiano	Hon ck.4	4. D. Schucht	KTM ck.12	
G. Diedrich	4. G. Wurlitzer	Hon 40	<b>B Senior</b>		5. A. Fagan	KTM ck.5	
<b>AA</b>	5. D. Cowan	Kaw 41	1. P. Anania	Hon 70	<b>C Four Stroke</b>		
1. J. Cayer	<b>A Senior</b>		2. D. Joseph	KTM 83	1. J. Grant	Hon 54	
2. B. White	1. D. Broatch	KTM 35	3. K. Davis	ck.8	2. T. Smith	Hon 65	
3. J. McLevy	2. R. Rodrigue	41	4. R. Landry	ck.7	3. D. Oram	Hon 65	
4. K. Hines	3. B. Johnson	Hon 60	<b>B Veteran</b>		4. P. Nault	Hon ck.11	
5. T. Norton	4. J. Stoddard	KTM ck.10	1. R. Lemieux	Hus 42	5. C. Norin	ck.11	
<b>A Bantam</b>	<b>B Bantam</b>		2. B. Rocha	55	<b>C Veteran</b>		
1. S. Antoniou	1. J. Picard	Suz 50	3. P. Darezzo	Suz 63	1. L. Snyder	Kaw 58	
2. J. Cooney	2. J. McLaughlin	Kaw 53	4. K. Corbeil	Suz 63	2. C. Singer	KTM 61	
3. N. Dennett	3. C. Borovicka	Hus 58	5. J. Silva	KTM 70	3. D. Cameron	KTM 65	
4. K. Howley	4. D. Douchette	Kaw 60	<b>Super Senior</b>		4. J. Simmoas	KTM 67	
<b>A Light</b>	5. B. Wozniak	Kaw 61	1. K. Goodell	Hon 42	5. P. Rainone	Hus 83	
1. M. Bingham	<b>B Light</b>		2. G. Razee	Hon 55	<b>C Senior</b>		
2. S. L'Heureux	1. B. Lee	71	3. T. Farley	CRE 63	1. M. Mumford	Suz 62	
Hon 44	2. E. Landon	Kaw 72	4. I. Moiseff	Kaw 91	2. C. Kennedy	Suz 78	
3. G. Arnold	3. J. DeSimone	78	<b>Women</b>		3. F. Kaess	Hus 82	
Suz 59	4. R. McKenzie	KTM 79	1. H. Landon	ck.10	4. K. McKenzie	KTM 98	
4. S. Fastert	5. T. Barnabie	Hon ck.13	2. P. Stewart	KTM ck.5	5. D. Ploski	Hon ck.12	
Suz 61	<b>B Heavy</b>		1. R. Costa	Suz 91			
5. P. Cosgrove							
<b>A Heavy</b>							
1. M. Zahansky							
31							
2. B. Sironen	KTM 38						

and Cayer both scored fours, as did A Bantam rider Hans Neff.

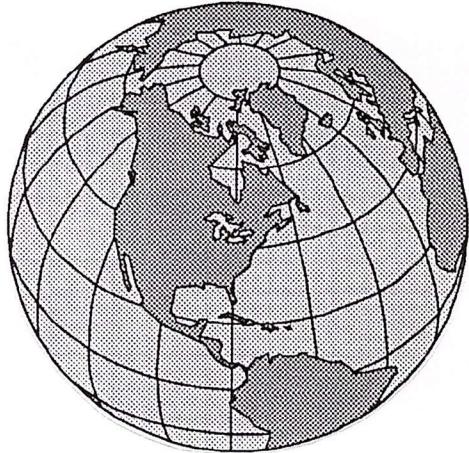
Check 11 was a known control check-in to the last loop, a brutal pounding in a section of rocky forest outside of Union, Connecticut. Shortly after the check in, Hines, who had decided to finally wick it up, leaped a ditch successfully but tagged a large hidden rock with his engine, blowing clutch pieces all over the scenery and forcing his retirement for the day. White, Cayer, McLevy and Neff all scored five points at the check-out, check 12, but in that section it seems that Claxton also

decided to come alive. He clocked out with only a four point loss, and carried his momentum into the 13th check, which fell back-to-back with check 12. Claxton scored a single point at the check out, while all other riders in contention scored two.

This tied Claxton up with Cayer, although one of the wonderful things about enduros is that Cayer had no knowledge of it. Claxton knew he had a good score going, and held on through the 14th check-in, and flew to the check 15 check-out with a five, fully one point better than anyone else, including Cayer. When all the cards were in,

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Claxton had the win overall, with 22 points lost to Cayer's 23. Third overall was Neff, who picked up the High Point A trophy with his 25 point score. Bob White was fourth overall and second in the AA class, and Josh McLevy filled out the top five, with third AA.

Scoring the High Point B award once again was Raffi Peterson of the CRE team, now impatient to be moved up to the A class where he can do some real damage. Raffi scored a 38, the next best B class score

was turned in by Ryan Brown, who topped the B Heavy class with a 49. The C High Point was taken by a G. Diedrich, who topped the class on a shortened C course with 53 points lost, just nipping C Four Stroke rider J. Grant with a 54. The lovely yet formidable Heidi Landon finished up her enduro season in the Women's class with another win, scoring 76 points to check ten. And the dashingly undaunted Keith Goodell missed the shortened turnoff for the Super Seniors, rode the whole



Bob White tries to keep his feet dry in a puddle outside of Union. Bob finished second AA.

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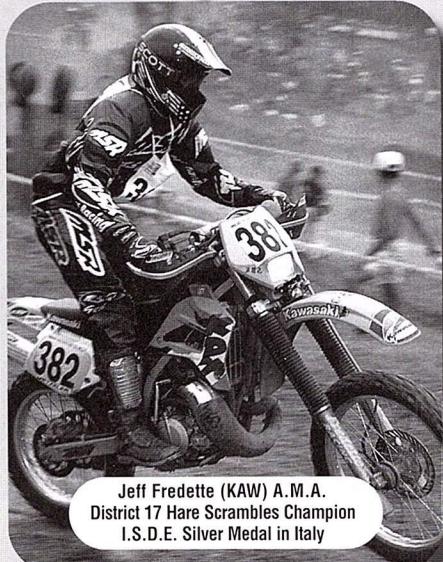
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# NEWS FLASH

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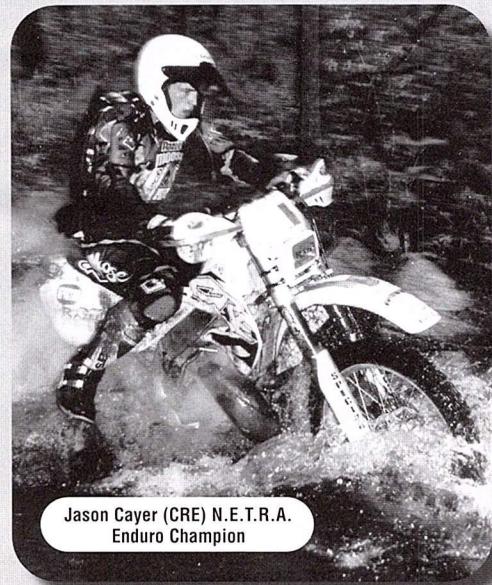
Jeff Fredette (KAW) A.M.A.  
 District 17 Hare Scrambles Champion  
 I.S.D.E. Silver Medal in Italy



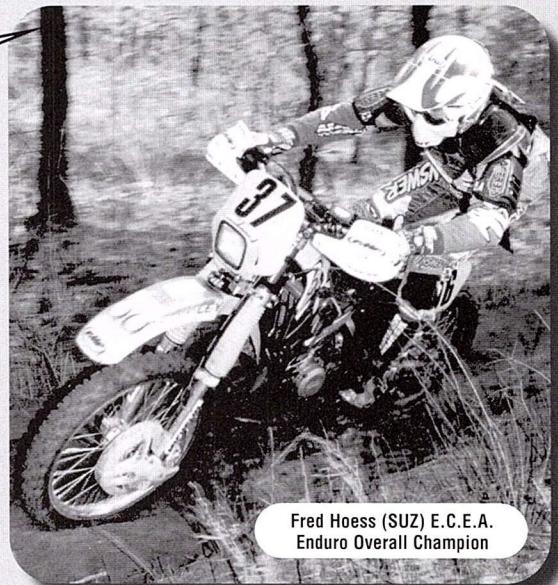
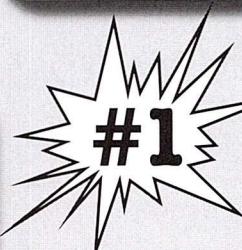
Ty Davis (KAW) A.M.A.  
 Hare & Hound Series Champion



Josh McLevy (HON) N.E.T.R.A.  
 Hare Scrambles Champion



Jason Cayer (CRE) N.E.T.R.A.  
 Enduro Champion



Fred Hoess (SUZ) E.C.E.A.  
 Enduro Overall Champion

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\* Source: 1996 and 1997 Dirt Rider Bind-in Survey (brand of two-stroke oil purchased most often)

# CLARKIE'S WILD RIDE

Season Champ McLevy takes another dusty win

By Cheri Alix

Freetown, MA 10/12

Over three hundred riders descended on Clarkie's farm in Freetown, Mass., for the annual PSTR fall hare scrambles. The course ran on a six mile track that consisted of a sand pit, tight pine forests, two-track cart roads and some rocky and rooty single track. In the woods, the ground is very silty, and from the extremely dry summer it was incredibly dusty. There was, however, one nasty mudhole which managed to take out a few riders. The stream that was once full of water was now a bone dry rock bed.

The riders lined up for the seven lap race in a small field that would funnel them down a quarter-mile mile cart road before they hit the silty, rocky woods. As the flag dropped, it was Todd Levesque with his RPM 167 Yamaha taking the holeshot. Right behind was Ken Law, KTM/Scott/Answer/Link's Tom Norton, Spectro/AXO's Josh McLevy and Fox's Jerry Madore. Law bobbed in the third turn, allowing Norton to take over second place.

As soon as the riders got into the tight woods and descended the first hill, they hit the silt. It was like being in a dust storm with zero visibility. The two previous races had dug two-foot deep ruts into the silt with exposed rocks and roots everywhere. Some of the ruts became so deep that bikes were getting stuck up to their seats. It was like a bottomless pile of flour with lots of hidden obstacles.

Levesque, who was riding out front, was able to take advantage of the situation and put time on the rest of the pack. Norton was dusted out instantly by Levesque and slammed right into a large rock. "I drove down the hill blind. I knew there was a big rock somewhere and drove into it and bottomed my forks and stalled the motor," said Norton after the event.

Norton was able to get going again without losing a position, but not 100 yards later he hit a rut on an uphill, stalling his bike. By the time he got rolling, McLevy was right there. McLevy was able to get the jump on Norton by riding off the trail in the bushes. The two drag raced up the hill with McLevy reaching the top first. By the end of the first lap, Levesque had put thirteen seconds on second place McLevy. Norton was still in third place down another twenty five seconds followed by Randy McCann, with Madore rounding out the top five.

Levesque held the lead for the beginning of the second lap until they hit the only mudhole, and he instantly got stuck. McLevy was right on him and took over the lead. Levesque was able to get right back

out and hung with McLevy for the remainder of the lap. On the next lap, it was McLevy's turn to get stuck. "I came into the mudhole and there were a lot of lappers in front of me. I went wide to go around a rider and he hit a rut, bounced into me, and my front wheel went right in," said McLevy.

Once again the lead was turned over to Levesque. The two riders continued trading places for the next two laps, with McLevy coming around to the barrels in the lead



Josh McLevy took command once again at Clarkie's, and put together another dominating performance.

with Levesque only seconds behind. On the sixth lap, Levesque had regained the lead, but was unable to really pull away from McLevy. As the two climbed one of the silty hills, a lapper crashed in front of Levesque, knocking him off his bike. McLevy was right there and took advantage of the situation. McLevy put the hammer down trying to put as much distance as possible on Levesque for the final lap. In the end, it was McLevy taking the win with almost twenty seconds on Levesque.

Norton, who was running in third place all day, closed to within thirty seconds of the leaders by the end of the fifth lap. Unfortunately as he headed out for the sixth lap, he ran into mechanical failure. "I jumped a big rock and landed in some rocks and roots and something started grinding. I ended up breaking second gear in my transmission," said Norton. Unable to finish the race, Norton pushed his bike back to the pits.

Midtown Kawasaki's McCann took third overall for the day, the last AA rider to finish in the top five. Fourth overall went to Open Expert rider, Ken Valentine. Valentine also took the Expert Class overall, moving himself one step closer to a AA rider for next



Chris Fahan kicks up some dust in the ultra-dry Freetown woods. He finished third B Senior.



Third overall, and third AA went to Randy McCann, who is always a force at the NETRA events.

year. Rounding out the top five for the day was Expert 250 rider, Brian O'Neil on his Kawasaki 250.

The Junior event once again saw Drew Carpenter taking the lead from start to finish. Derek Phelps finished second down over two minutes, with Brian Sebben taking third back another thirty seconds. Rob Rowe took the win in the Mini Class with Robert Langenback finishing three minutes down in second. The Women's class saw another win by Heidi Landon, who finished ahead of Sally Haber, moving Heidi closer to collecting both the enduro and hare scrambles Women's class awards for 1997. □



Roger Billharz wicks it up the sand hill towards a third place finish in the Expert Open class.

Clarke's Mild Ride	5. Mike Pufras	Hon
<b>Overall Champion</b>		
Josh McLevy	Hon	KTM
<b>A High Point</b>	1. Paul Phelps	KTM
Ken Valentine	2. Frank Baner	Suz
<b>B High Point</b>	3. Charlie Kennedy	
Tony Geraci		
<b>C High Point</b>	1. Kevin Hubbard	Yam
Ron Bertralid	2. Steve Jason	Suz
<b>AA</b>	3. Gus Bender	Hon
1. Josh McLevy	4. Gordon Mullaney	Hon
2. Todd Levesque	5. Scott Robery	Hon
3. Randy McCann		
4. Ken Law	1. Brian Wozniak	Kaw
5. Arthur Menzel	2. Lionel Asselin	Yam
<b>Junior</b>	3. Jason Layo	Hon
1. Drew Carpenter	4. Steven Blangard	Kaw
2. Derek Phelps	5. Robert Joachin	Yam
3. Brian Sebben		
4. Nate Kanney	1. Lorne Goranik	Hon
<b>Mini</b>	2. Dan Larris	Hon
1. Rob Rowe	3. Don Mosher	KTM
2. Robert Langenback	4. Nathan Hubbard	Hon
3. Willie Rowe	1. Gary Simcock	Hon
4. Scott DeCosta	2. Jonathan Thompson	Hon
5. Brian Choquette		
<b>Women</b>	1. Paul Darezzo	Suz
1. Heidi Landon	2. David Harris	KTM
2. Sally Haber	3. Alan Whitford	Hon
3. Pam McCann	4. Robert White	CRE
<b>Novice 250</b>		
1. Steven Poplasky	1. Dave Kanney	Yam
2. Chris Chasse	2. Robert Foster	Hon
3. James Anello	3. Chris Fahan	Hon
4. Dan Noble	4. Larry Piers	Yam
5. Edward Barter	5. John Hall	Hon
<b>Novice 200</b>		
1. James Menard	1. Brian O'Neil	Kaw
2. Randall Burr	2. Charles Timothy	Hon
3. Charles Grauly	3. Jeff Staples	Hon
4. Andrew Cushing	4. Dave Simcock	CRE
5. Todd Masmimento	5. Mike Lewis	Hon
<b>Novice 125</b>		
1. Kevin Kulpa	1. Brian Lawson	Yam
2. Anthony Moore	2. Hans Neff	KTM
3. Keith Callahan	3. Denny Anderson	Kaw
4. Jarrad Ings	4. Neil Dennett	Yam
5. Scott Peterlan	5. Brett Costello	Yam
<b>Novice Open</b>		
1. James Cerdiero	1. Lee Pelletier	Hon
2. Ralph Perkins	2. Mark White	Suz
3. Scott Reynolds	3. Bill Pybas	Hon
4. Barry Warmington	4. Lance Longo	Suz
5. Albert Pagan	5. Scott Raymond	Kaw
<b>Novice Four Stroke</b>		
1. Bryan Cook	1. Matt Jalbert	Hon
2. Paul Phillips	2. Charles Burdick	Hon
3. J. Sullivan		
4. Matt Maki	1. Chris Panzella	Hon
<b>Novice Veteran</b>	2. Mark Burdick	KTM
1. Mike Kraskonias	3. Roger Billharz	KTM
2. Stephen Morris		
Suz	1. Steve Formanek	Kaw
3. Doug Galley	2. John Dunn	Kaw
4. Sal Angelo		

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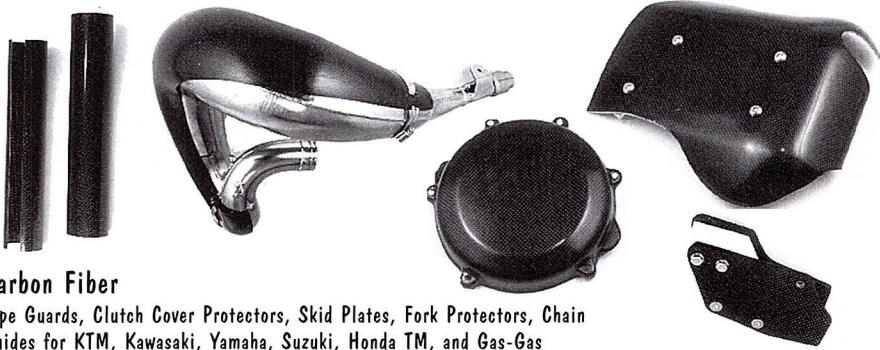
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# Lummis Mill Hare Scrambles

Great racing and a first-ever Youth class in South Jersey

By Mark Uth, Photos by Uth and Clipper

## Millville, NJ 11/9

**R**ich Lafferty cruised to an easy win at the ECEA Lummis Mill hare scrambles, overcoming an early race challenge by XR250 pilot Kevin Bennett and making the most of the ill fortunes of Bennett and other top competitors. Campaigning his KTM Sportmotorcycle/Arai Helmets/Moose Racing/Steahly/WER/FMF Racing/Motion Pro/Dunlopad/Spectro/Enduro Engineering-sponsored 250 EXC, Lafferty led the entire race and finished with a near five minute margin of victory. It was not all cake, however, as for the first lap and a half, KB kept his '98 Honda glued to Lafferty's rear fender, seemingly content to letting him break trail and lead. However, this strategy came unglued with a horrific crash during the second trip around the nine mile course that left Bennett dazed and unable to continue. Afterward Lafferty lauded the technical demands of the course saying, "I didn't really want to hammer because of the slick conditions, ruts and stumps. The best plan was to simply keep a steady race pace—I did that throughout the race, managed to keep it upright and cruising."

The favorite at the start, Rich's brother Mike Lafferty, lined up aboard his factory sponsored '98 KTM 250, expecting a good dog fight from the local crowd. However, Mike ended up completing but a single lap, pushing his bike out of the woods and retiring with ignition problems. Similarly, ISDE veteran Marc Grossman, overall champ at the previous round held in Budds Creek, Maryland, had his day go awry as well. Grossman was the first rider on the scene after Bennett's scary crash, stopping to lend aid to the injured rider. As a result of this act of sportsmanship and good Samaritanism, he fell well behind the leaders and finished uncharacteristically down in the standings.

More than 200 entrants entered the day's event despite the marginal weather conditions. All day long there were passing showers and thick, soupy mist under overcast skies. Fortunately, temperatures remained in the mid 50s for the duration, making for decent racing weather.

The Competition Dirt Riders planned a three card event that included morning ATV and Youth racing followed by the main event at noon. ATV and Youth events used the same three-plus mile course, and each raced an hour heat.

Afterward, the course was re-arrowed to provide a near nine mile loop for the two hour main event, during which A, B and C classes competed simultaneously.

At the sound of the starter's gun, Rich Lafferty bolted to the front of the pack and soon thereafter assumed the lead and made it stick, as riders departed the grass track areas and entered the woods. Lafferty charge off into the thick, trailed by a '98 Honda XR250-mounted Kevin Bennett, who

played a game of cat and mouse, letting Lafferty lead, while keeping him close at hand. This went on for the entire first lap as both riders scooted into the barrels seconds apart, while distancing themselves by more than a minute from other front runners, which included a Yamaha-mounted Steve Leatherwood, Marc Grossman, vet ace Jim Gunselman, CR500 hammer Eddy O'Flynn and B class phenom Dan Sharpless. The lead pair managed set a day's best, sub-25 minute pace the first time around the



Drew Uth and Matt Chambliss show off two of the huge trophies from the Youth class races. All trophies were donated by the Lafferty family.



CDR is the first Jersey club to get permission to run racing classes for minors at an off-road event. Hopefully we'll see more of this in the future.



Richard Lafferty smokes out of the woods at the end of the first lap, with Kevin Bennett right on his tail.



Jim "Bip" Gunselman attacks the mud in a wet spot of the course. This kind of riding netted him third OA and first A Vet.



Steve Leatherwood hung in for second overall once Kevin Bennett took himself out.

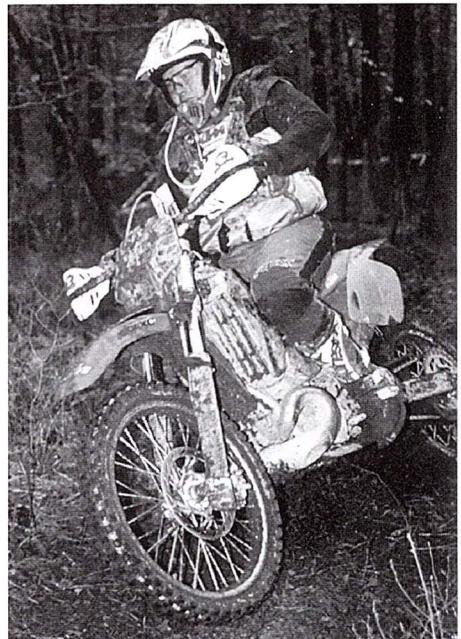
course, in spite of the blanket of slick, wet leaves that covered the course. National Enduro Champ Mike Lafferty had trouble from near the onset as ignition problems with his KTM first slowed and eventually had him pushing back to the pits. Undaunted by this setback, however, Lafferty saddled up a KTM 620 RXC dual sport bike and set back out on the trail for nothing but fun.

On the second trip around, Lafferty and Bennett continued to build their cushion. KB maintained the number two position, stuck to Lafferty's fender, seemingly satisfied with drafting. However, somewhere around mid-lap, a major crash ended this lit-

tle duet. It was reported that Bennett's Honda deflected off a trail side stump, careening him head first into a tree. Marc Grossman, arriving seconds later, found him unconscious and stopped to lend assistance. Eventually Bennett was brought around enough to be ridden out of the woods by Jack Lafferty Jr., acting as pit crew, to EMTs and an awaiting ambulance. Changing course conditions might have played a factor in the crash as the greasy soil and technical trail quickly became very rutted as a result of soft conditions fueled by the previous day's rains. With Bennett out of the running Lafferty assumed a comfortable lead, which in ensuing laps was built to several minutes while posting consistent 28 minute lap times.

With first place was all but decided by the end of the second lap, individual battles for subsequent seedings raged on. Steve Leatherwood had a tenuous hold on second place in the second and third laps, trailed closely at times by Dan Sharpless. During the closing stages of the third lap, Sharpless got around Leatherwood to assume the number two slot, for a brief period. However, this surge was short lived, relinquished one lap later when he pitted for fuel. Bip Gunselman and Ed O'Flynn remained in the hunt throughout, moved up while Sharpless pitted, but were unable to challenge for the number two slot.

That's how things ended. Top riders completed five trips around the course as Richard Lafferty coasted to the easy victory, literally leading the event wire to wire. Yamaha riders Steve Leatherwood and Jim Gunselman filled out the podium, finishing second and third overall, respectively. A



Frank Vanaman, a well-known name in South Jersey, carves up the woods.

semi-retired Ed O'Flynn, sporting a fresh tie-dye jersey, put in a surprising performance, good enough for fourth overall seeding while CR250 driver Dan Sharpless rounded out the top five overall.

In other action, CDR club member Kevin Reed overalled the Youth class races, finishing first in the 12-15 year old class, while Jason Lawrence topped the 10-11 year

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Dan Sharpless finished up fifth overall, first in the B Heavy class. Don't expect to see Sharpless in the B class for much longer.

olds. Kris Butler placed first in the ATV event.

The post race blotter listed Bennett as the only serious injury on the day. Admitted to the hospital in intensive care, we've since ran into Kevin at the subsequent round in Manahawkin, where he described the frightening crash and injury (what little he could

remember) that earned him a three day hospital stay. Fortunately, KB's well on the road to recovery, and looking forward to straightening the kinks out of his wadded XR this winter in time for next year's campaign.

The state police racing commission representative was on hand during the event, the first ever NJ hare scrambles to permit youth racing. CDR president Dave Bostrom described the months of prodding and cajoling required to gain approval for the youth event. Surprisingly, the only glitch was a complaint that riders kept removing their goggles during the event, a situation that came to a head during the ATV heat, during which a rider was forcibly disqualified. Other than that, Bostrom was happy to report that state oversight responded favorably—kudos to CDR members, friends and family for a fun event and their successful victory over bureaucratic red tape. Finally, hats off to Mike Lafferty for his continued professionalism on several fronts. First, Mike donated a bunch of his huge trophies, which were recycled and handed out to near all finishers in the Youth classes. The sight afterward

5. Jeff Rutledge	B Light	3. Thomas Seaman
<b>Class Results</b>	<b>B Light</b>	4. Scott Straub
<b>Top Ten Overall</b>	<b>Suz</b>	<b>C Heavy</b>
1. Rich Lafferty	KTM	1. Chris Vecchione
2. Steve Leatherwood	Yam	2. Giles Ryan
3. Jim Gunselman	Yam	3. Jim Corsello
4. Ed O'Flynn	Hon	4. Dennis Lynch
5. Dan Sharpless	Hon	5. Layne Foulk
6. Jim Wright	KTM	<b>YOUTH A (12-15)</b>
7. Terry Tucker	Kaw	1. Kevin Reed
8. Bob Solomon	KTM	2. Edward Hill
9. Bill Gilbert	Yam	3. Steven Keely
10. Robert King	KTM	4. Denny Yearned
<b>A Light</b>		5. Danny Mangini
1. Greg Davies	Yam	<b>YOUTH B (10-11)</b>
2. M. Dean Spencer	Hon	1. Jason Lawrence
3. Ron Lucas	Kaw	2. Evan Bostrom
4. Brandon Sexton		3. Jimmy Maul
5. Albert Mooney		4. Michael Pero
<b>A Heavy</b>		5. Drew Uth
1. Rich Lafferty	KTM	<b>Quad Two Stroke</b>
2. Steve Leatherwood	Yam	1. Khris Butler
3. Ed O'Flynn	Hon	2. Gary Walker
4. James Wright	KTM	3. Kenneth Clark
5. Bob Solomon	KTM	4. Barry Clark
<b>A Veteran</b>		5. Arnold Clark
1. James Gunselman	Yam	<b>Quad Four Stroke</b>
2. Robert King	KTM	1. Robert Willis
3. Stewart Crouch	Suz	2. Frank Anastasio
<b>B Veteran</b>		3. Joseph Martinez
1. Bob Schwegel		4. Dale Hiles
2. Dave Myers		5. Dave Luisinski
3. Donald Cavalla		
4. Bruce Lowman	Hon	
<b>C Light</b>		
1. Mark DiPasquale		
2. Mike DeRosa		

of four-foot tall racers carrying off five and six-foot tall trophies was something that'll imprint these young riders for years to come. Additionally, no doubt plenty popular with the kids, Mike hung around the pits well after the main event was completed to sign posters, helmets, shirts and whatever until there were literally no takers. □



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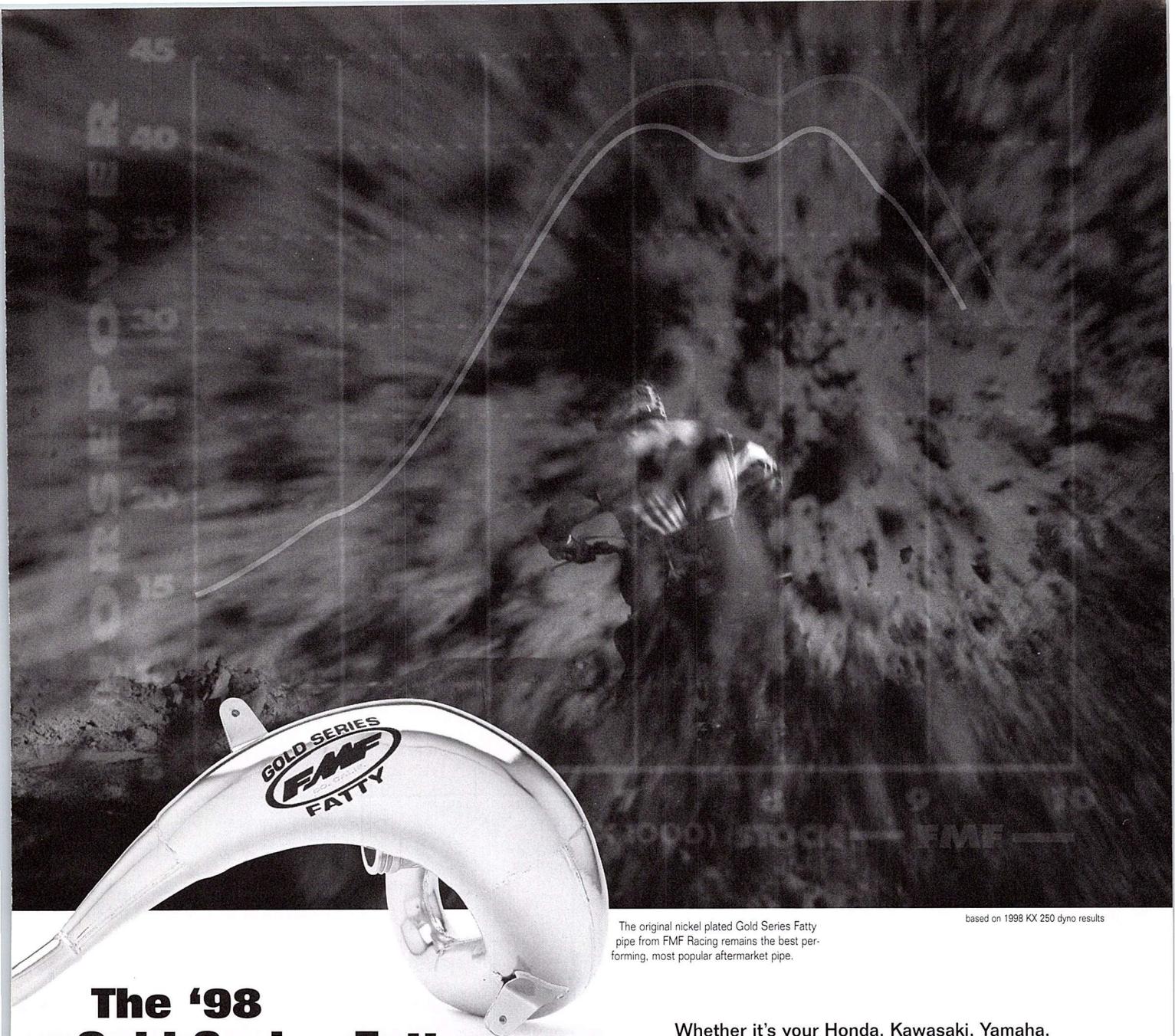
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# Welcome Vagon!

Going to the Dealer Show in Indy? Here's the quick walking tour of our favorite haunts

By Charlie Williams

Hey now! It's party time, come February 21-23 the International Motorcycle Dealer Show will be right here in my home town, Indianapolis. You may be one of the lucky thousands who get to go legitimately or you may be someone like me who doesn't really belong there but can forge passes using the tools available at Kinkos located at 150 E. Market St.

So with all the formalities of an invitation figured out, I hope to see all of you sneaking in using fake credentials or dressing up as security or pushing a dumpster. A gurney and a couple of white outfits will get a group of three in. Pull any string you can to make it to this show because this is where you will see all the coolest stuff for next year. Some stuff you will never see anywhere else, like some of the smaller manufacturing companies. Aprilia had the neatest bikes and display last year in Cincinnati. It was fun just to stand back and watch the buzz of the crowd as they ogled the Aprilia booth.

On top of all the cool stuff there are plen-

ty of cool people who attend, like my heroes Malcolm Smith and Dick Burleson, Tom Webb, Franco Acerbis, the Racer X dancers; Danny LaPorte was there last year, Gary Nixon, Ron Ribolzi, the list could just go on but you get the idea.

Now that we are all gathered together what are we going to do? I'll help; here are some of my personal favorite places to visit in Indianapolis.

First off and foremost would have to be the Red Garter Lounge, Indianapolis's oldest gentlemen's show club, in business since 1935. The girls have been updated and this may become the press headquarters during the event. 437 S. Illinois St.

Another evening hot spot would be the Slippery Noodle Inn. Our town's oldest bar, located at 372 S Meridian, at the corner of South St. and Meridian. On the 21st they have planned the King Snakes, and on the 22nd the Frank Jordan Group out of Chicago. Regardless, the Noodle has blues music seven days a week.

The old Union Station train depot is directly across the street from the convention center and has a dozen bars. Circle

City Mall is right there too, and they have a bunch of bars and clubs. I can't recommend one over another here, as they are kinda trendy pick up bars, attracting south side hillbillies with no real deep charisma. Most of the downtown area will be chain-operated make-a-buck kind of bars, and you really need to take a cab ride north to the Broadripple area to find classic watering holes.

Have the cabby drop you off at 52nd and Collage. This is the Red Key Tavern; it is famous because Kurt Vonnegut used to hang out there. He is famous for writing such classics as Slaughter House Five and his latest, Time Quake. Also the Dan Wakefield movie "Going All the Way" was partially filmed in the Red Key. That was then; now it is known for being the easiest bar in town to get thrown out of. Then walk two blocks north on Collage to the Bulldog Lounge. It's famous for me throwing up on the floor in the least discrete way, emptied the place, every body mad at me.

Right next door to the Bulldog is Moe and Johnny's, and the Cornerstone Café, and they serve good coffee, so if you need a lit-

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tle jab before moving across the street to the Jazz Kitchen stop on in.

Catch another cab or walk the mile north on Collage to Broadripple proper. Now the Vogue and the Patio are the biggest live music clubs in the 'hood, and C.T. Peppers has live music too.

Most of the bars on the main drag don't totally appeal to me. I prefer the more hidden cubbyhole type joints like the Cas-Bah (loads of women) or the Blue Point (chicks). The Wellington and Union Jacks are both nice traditional English pubs. The Broadripple Brew pub has the best beers in town. The Out Back is the punk bar, and there is a cigar bar upstairs. Finish your evening in one of two places: either the Alley Cat, where throwing up on the floor is not frowned on, or Conner's Pub. Conner's is best, experienced only need apply.

This should be enough for one evening, cab it back downtown and get some rest.

In the morning, coffee is a must, and the Omni Hotel has a real coffee bar. Or try the 10 West Bakery and Café, it's at 10 West Market St. (about two blocks north of the convention center.)

If you get claustrophobia, take a short hike across White River to the Indianapolis Zoo. I enjoy the zoo. A few years ago my girlfriend got to go with the zoo to Alaska to collect baby walruses, orphaned after the parents were killed by Eskimo hunters. They came home tiny, maybe 35 or 40 pounds, and I've gotten to watch the baby walrus grow from babies to behemoths over a few years.

There is the Eiteljorg museum, featuring American Indian history, and the IMAX theater right there next to the zoo. Not far from

downtown is the Indianapolis Children's Museum, and they have cool laser shows set to music in the planetarium in the evening. Then you could head over to the Rathskeller for some authentic German food in a totally cool old building; tell the cabby 401 E. Michigan. Once you are in this area, there are a bunch of art galleries and a couple of cool bars. The Chatterbox has live Jazz and is a hole in the wall that attracts newspaper people because the paper is located near by. Bazbeaux Pizza is in this area too, they deliver; and I recommend it. 334 Massachusetts Av., 636-7662

A good Mexican restaurant is Acapulco Joe's at 365 N. Illinois.

They are not the best—the best Mexican in town is Casuelaa's at 8311 N. Michigan Road. Here I recommend the enchiladas suizas. They start with marinated chunks of chicken, grilled, rolled in corn tortillas then covered with a green chile sauce with a special cream cheese topping. To die for.

For exercise, bring your ice skates and the Pan-Am plaza is right next door. I'm not sure if Dave Bertram is going to promote another Ride to Win hockey game, but if you are interested contact him at (510)236-7384. The Indianapolis Athletic Club offers short-time memberships for those of you who must exercise. 634-4331

Dark Armies has paint ball games within walking distance, and Stefan Johansson owns an indoor go-cart track at 3649 Lafayette Rd., 297-5278, or there are go-carts at Post Road Recreation Center at

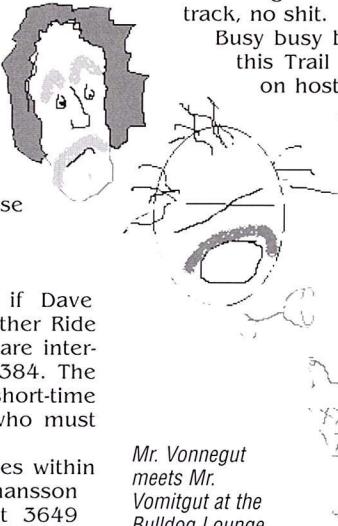
4700 N. Post Road, 897-7908.

Indianapolis has some famous motorcycle shops, like Southside Harley Davidson, down town at 701 S Meridian. Dreyer Honda was the home of Pop Dreyer, and is famous for being like the first or the oldest Honda dealership in the country. They are at 4152 W. Washington St. Right down the street from Dreyer's is Stoughton's Cycle, they are a Trail Rider Magazine and Mooth dealer, so stop and shop.

The Indianapolis 500 Speedway is not far from downtown, and has a great museum and you can even get a ride around the track. I've done it on a 250 Husky, including the golf course inside the track, no shit.

Busy busy busy, and on top of all this Trail Rider and Mooth plan on hosting some sort of party.

Acerbis and Great Dave's have both pledged sponsorship and we are hoping for others to join in the fun. Seek us out for your personal invitation because we have no idea what is going to happen this early. Enjoy your stay in Nap Town, and we'll be looking for you! □



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# NEW JERSEY STATE CHAMPIONSHIP

Lafferty makes the dash for the cash at the Commotion by the Ocean

By Mark Uth

Photos by Uth, Jungle Dave and Kelly Doyle

Manahawkin, NJ 11/23

Reigning National Enduro Champ Mike Lafferty brought home the bacon at the New Jersey State Championship hare scrambles, earning the overall win handily and taking home a \$1,000 prize for his effort. In the process, Lafferty beat out a highly competitive field that included many top pros and rival series champs, lured to South Jersey by the sizable cash purse. Notable riders included GNCC competitor Duane Conner, NETRA hare scrambles series champ Josh McLevy, local pro motocrossers Lee Rostien and Jim Kapitan, as well as many top ECEA AA riders. Pro MXer and event defending champ Joel Dengler was relegated to pit duty for the day, out with a broken collarbone sustained a week earlier while fooling around on a BMX bike.

Despite the heady competition, Lafferty ran his own race for the entire day, gaining the lead by the time the riders entered the first woods section (less than a half mile out of the start) and never looking back. Spurring his factory KTM to a near seven minute margin over second place finisher, brother Richard Lafferty, Mike said afterward, "It was my kind of race, mostly fast and open, similar to what I'm accustomed to racing in the Nationals. The woods sections were plenty tight for me!" (although highways by Jersey standards—ed.)..

Mike's plan was simple, "I

knew I had to have the lead going into the woods because some of those other guys would be really tough with a lead. I just went for it and managed to get around everyone and keep it pinned." Runner-up Rich Lafferty ran a good race to earn second place seeding aboard his KTM Sportmotorcycle/Arai Helmets/Moose Racing/Steahly/WER/FMF Racing/Motion Pro/Dunlopad/Spectro/Enduro Engineering sponsored KTM 250, dogging MX jock Lee Rostien for much of the race and finally overtaking him with two laps to go. A big crowd favorite while showing off considerable SX-style flying skills, Rostien scooted in near two minutes later to claim the third podium slot. ECEA AA competitor Marc Grossman piloted his KX250 to fourth overall seeding, finishing a minute behind Rostien, while Pro Pilot Suspension honcho Jim Kapitan trailed 90 seconds later for

fifth. NETRA hare scrambles hot shoe Josh McLevy came south and got spanked, never running with the leaders in this unfamiliar terrain and finishing a disappointing sixth overall.

Meteor M.C. promoted the event, the final of the nine-round ECEA HS Series. A two event card was planned that included a one hour ATV heat at nine, followed by the two hour main event at noon. Approximately 200 entrants signed up for the race, a whopping 170 of those running the bike race.

The day's weather started out ominous, cool and overcast in the morning, but was much improved in the afternoon with skies



From the A250 start: Conner (right) and Lafferty (left) share the holeshot, with Lafferty getting the lead a few feet later. (K.D.)



The nice thing about deep sand is whenever you get tired you can just lay down and rest comfy. (K.D.)



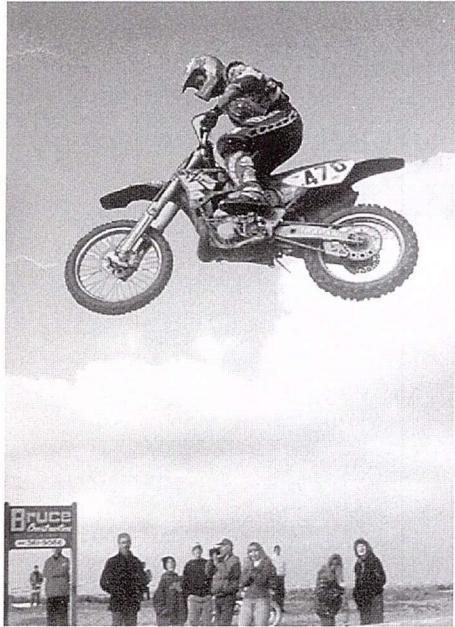
Duane Conner was right on Lafferty in the beginning, but a broken brake lever kept him out of the money.



There was a large turnout for the second running of the MMC hare scrambles at this location—nearly 200 riders, including quads. This year the hare scrambles will be on June 6 & 7, and will be a GNCC! (K.D.)

clearing. The sun finally poked out near the midpoint of the main event, pushing the daytime high temperature above the 50 degree mark. The ATV race ran a three-plus mile course, run almost entirely in the large sandy pit. The eight mile loop used for the motorcycle race was nearly evenly split between woods trail and ribboned MX-style track. The day prior, however, the club groomed numerous SX type mega-launch ramps into the pit sections, some expecting this to give various MX riders a subtle advantage. However, that edge was mitigated by wet soil conditions throughout the course which led to numerous mudholes and considerable rutting, tilting things back in favor of the woods riders.

The race started from a large, flat sandy basin located in the north-east corner of the pit. The start divided riders into rows by class, Expert (A, AA, Pro) riders filling out the first row, followed by B and Novice class competitors. Racers lined up for the dead engine start with their right hands held atop



Lee Rostein was the king jumper of the day, wowing everyone with his MX aerials. (K.D.)



Mike Lafferty attacked the course and held the lead throughout, nabbing the OA bucks. (J.D.)

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Richard Lafferty wound up second overall, but it wasn't enough points to top Marc Grossman for the series O.A. Grossman finished fourth for the day.

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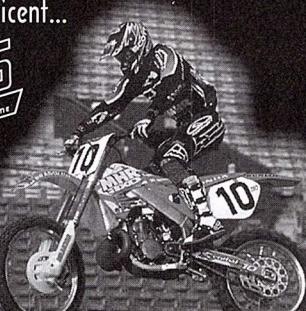
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their helmet awaiting the signal. At the drop of the flag, GNCC flame Duane Conner got the Expert holeshot clean, holding several bike lengths before entering the first turn, after a 100 yard sprint from the line. Trailing Conner was a pack of riders lead by Rostien and the Lafferty brothers. After rounding the first turn, riders had about a half-mile high

## NJ State Hare Scrambles Event Sponsors

The following sponsors, by lending their generous support to the event, allowed the club to offer the cash payout and helped to defray expenses. For this Meteor M.C. thanks them all from the bottom of their heart!

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speed romp through the pit before reaching the woods. Mike Lafferty made his move here, getting the lead before entering the tight and running away from there.

Midway through the first lap, when first busting out onto the MX test, Lafferty already held a lead of more than 30 seconds over second runner Conner, while Rostien settled into third, further back yet. These positions were held through the first three laps until Conner cut Lafferty's lead in half during the second lap. However, at the end of the third lap, Conner let himself get tangled up with another bike at the scoring barrels, in the process snapping off his brake pedal flush at the mounting stud, finishing his day. Repairs were attempted in the pits to no avail.

Rostien moved up into second as a result

of Conner's misfortune, however, he soon was to hear Rich Lafferty closing. Richard spent the third lap reeling in Rostien, and effected a pass on the fourth trip around to claim second place. At nearly the same time, KX250 mounted Marc Grossman was forging ahead, moving from sixth to fourth, also taking advantage of Conner's machine problems and passing Jim Kapitan, who was running in fifth. McLevy got a bad start, finding himself in eighth place after one lap, moving up to as much as fifth by mid-race, before fading to sixth at the finish.

With Connor out, Mike Lafferty continued to build his lead, finishing six laps in about two and a quarter hours, with a nearly seven minute cushion over brother Richard in second. Lee Rostien held onto third, and was by far the darling of the substantial crowd, putting on an air show that impressed even seasoned SX fans. The only other rider we saw do the big cliff jump was B class MXer Bob Milulski, who was riding only his second hare scrambles ever. Smilin' Marc Grossman ran a steady race and was rewarded with a fourth place finish, followed by Honda mounted Jim Kapitan. Honda pilots McLevy, Bob Bennett, Rob Aldakimov and Dan Sharpless filled the sixth through nine slots, while Anthony Tomasello finished tenth overall and first in the Senior class.

Payouts for top finishers were substantial and well spread around. Grand champ Mike Lafferty took home the top prize of \$1,000 while second place finisher Richard Lafferty earned \$300. The remainder of the purse (some \$2,800 total) was split up among the top 15 overall finishers. In addition to the rider payout, the club donated \$2,500 to the Stafford Township PBA Holiday Fund, which supports worthy causes including Toys for Tots and meals for the homeless and elderly. It was a great race, and one we'll all look forward to in '98, this time as a venue on the Grand National Cross Country (GNCC) tour on June 6-7th! □

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Championship H.S.	2. Thomas Britton	Hon
<b>Overall</b>	3. Dennis Lynch	Kaw
1. Mike Lafferty	4. Charles Sullivan	Hon
2. Rich Lafferty	5. Joe Dickinson	
3. Lee Rostien Jr.	6. Stu Crouch	Suz
4. Marc Grossman	7. David Myers	
5. Jim Kapitan	8. Eric Koeller	KTM
6. Josh McLevy	9. John Walter	Suz
7. Bob Bennett	10. Wayne King	KTM
8. Rob Aldakimov		
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10. Anthony Tomasello		
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2. Ron Lucas	2. Jerry Lynn	Yam
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4. Eric Swartwood	4. Gary Noble	Hon
<b>A Heavy (250-Open)</b>	5. Dan Compton	Kaw
1. Mike Lafferty	6. Scott Wolf	Yam
2. Rich Lafferty	7. Jack Lafferty Sr.	KTM
3. Lee Rostien	8. Rocco Spano	Yam
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5. Jim Kapitan	10. Rich Tompkins	TM
<b>B Light (0-200)</b>		
1. Bill Hess	1. Dawn Silvia	
2. Eric Corbin	2. C Light (0-200)	
3. Craig Copeland	3. Patrick Doyle	
4. Jeff Hunt	4. Chris Britton	
5. Aaron Kalishen	5. John Hummel	
<b>B Heavy (250-Open)</b>	6. George Milchick	
1. Lance Thomson	7. Brian Glenn	
2. Robert Mikulski	8. Chris Vecchione	Yam
3. Dave Nash	9. Luke Panella	
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# Trail Rider TOOLBOX

By Mark Uth

## Garage Fever

With the '97 riding season appropriately filed, and cold weather upon us like maple syrup on a short stack, some might be satisfied with holing up for the winter ruminating about last season's conquests. For many, the non-riding season signals a time during which collective hangovers from the holidays are nursed and dirt biking thrills reduced to fondling new iron on the show room floor. A cursed existence for any rider, the unfortunate result of arctic temperatures and the legacy of the winter solstice.

However, for the TR staff the off-season also promises plenty of time to catch up on all of those pet projects that always seem to

get put off indefinitely during the week-in and week-out crush of the other nine months of the year. Under the greenish hue of fluorescent garage lights and warm glow of the trusty Kerosun, the off-season offers nearly unlimited opportunities to complete major bike repairs or simply buff out last year's scooter so that it will look and function its very best during next spring's coming out. Whether there was a new dirt bike under the Christmas tree or last year's mount needs refreshing for the upcoming season, there's a host of small, yet substantial, projects that could keep even the most industrious worker bees occupied for the duration. In order to help out those still foggy from a premature hibernation, we've compiled the following list of winter time dirt bike maintenance projects that should fill many a snowy Sunday afternoon.

### Transfusions

Plenty of fluids in today's bikes. Those fluids, and/or the containers that house them need regular servicing, and suspension fluids are pretty much at the top of our list. Near all tuners and manufacturers recommend shock and fork oil be changed repeatedly during an active riding season. Suffice it to say, other than professional tuners and factory sponsored racers, this is hardly the practice of Mr. Joe Q. Rider. However, for amateur racers and trail riders, shock and fork oil should be changed at least once a season, and now's the time to do it. Pull out

that shop manual and attack the forks yourself, while sending the shock out for professional attention.

If suspension action wasn't everything it could be, consider revalving options at this time as well. When reinstalling shock/fork springs, readjust preload to achieve proper sag, as typical holiday feasting might have changed some of those, er, parameters. This is also a good time to replace old, worn out hydraulic brake fluid. Buy a fresh container of quality brake fluid and completely bleed front and rear brake systems, as well as the hydraulic clutch of scoots so equipped.

Your motor will much appreciate a freshening/flushing of radiator fluid as well. Drain out old coolant and flush the radiators and motor with a garden hose, choosing a day when it's not frozen solid. Refill the radiator with (preferably) a non-silicate coolant (the red stuff) sold under Honda or Toyota brand names. For bikes that might sit for a month or two, pull off that gas tank and dispose of the old scruffy fuel. While you're at it, remove the petcock and clean out the integral fuel filter/screen within the tank. Afterward, pour in some fresh fuel and slosh it around before dumping, in order to flush out any accumulation of debris that might be in there. The best place to dump fuel you don't want in your bike is your lawnmower.

### Lubrication

Bearing lubrication is a chore, compound-

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ed by the associated parts that must be disassembled to get at it. No less so because its winter, at least you won't be rushed because of some upcoming ride. Plan on disassembling suspension linkage, steering head and wheel assemblies in order to inspect and re-grease the bearings found within. Pay attention to accompanying seals, packing, or O-rings used to keep out dirt, and replace any that appear worn or damaged. Reassemble with quality grease and don't skimp on it. Similarly, inspect your throttle and clutch cables for smooth actuation, worn cable cores or external damage. Clean and lubricate any cables that remain serviceable and replace those that are damaged.

#### Powerplant

There are tons of prudent things that can be done to spruce up your motor. If your engine is somewhat tired, or perhaps making some strange sounds, then top end inspection/rebuilding and/or bottom end/crank overhaul is essential. More mundane tasks include checking engine mounting fasteners for proper torque as well as pulling off the side cover to effect clutch inspection and/or replacement. Of course the tranny oil gets changed, eh?

#### Intake and Exhaust

On the backside, remove your crusty, dented pipe and do yourself a favor—send out to the Duke (Dan Sinkoff at FLP) or some other torch trickster for straightening. While you're at it, clean and repack the silencer with a fresh packing material like Silent Sport. A much neglected cleaning chore, pull off air filter and carburetor (or seal off the carb with one of those trick, Acerbis air filter plugs) so that a thorough cleaning of the airbox can be accomplished. Reseal the carb boot to the airbox with silicon sealant if there is any indication of air being sucked past that joint. Replace last year's ratty air filter with a fresh, new one. With the carb off, inspect and clean the carburetor float bowl and correct for cold weather jetting, should winter time riding be planned (bien sur!). Also, plan on removing the reed block and inspecting the intake reeds. Look for fraying or chips at the reed tips, or the petals themselves curling up and leaving a gap between the reed tip and sealing face of the block. Replace failed reeds with a set of trick Aktive MF reeds or some other reed valve of choice.

#### Ergos

A hundred miles on a ripped, sacked-out saddle is no way to treat your derriere. Send out for a new seat cover or cover and foam kit to bring back that new butt feel. If you haven't been happy with the riding position provided by your old saddle, consider buying a tall seat kit, like the ones sold by DeVol, Cheet, etc. al., as this can make a significant difference in body positioning and riding ease. Speaking of body/bike interfaces, replace those worn out handlebar grips with a fresh set, and be sure to glue and wire them down properly. If your handlebars have been tweaked, carefully straighten or replace as needed.

Finally, now's the time to fix up that wiring harness, head light and tail light to get those appliances in working order. Don't wait for tech inspection at next spring's first enduro.

Finish all of the above? Then there's only one think left to do—mount up those friction spikes and go riding. Father Winter be damned!! □

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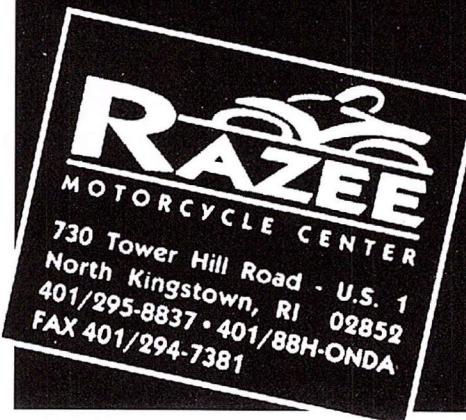
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# LEMBO LAKE

What happens when it really rains in Modena?

By Cheri Alix, photos by Nina Hallett

Modena, NY 11/9

**M**anchester Honda's Josh McLevy put aside his trademark Honda 125 to test out his ability on a Honda 250. It proved to be a very positive move. McLevy completely dominated the field, lapping all but eight riders in the saturated, mud-filled hare scramble.

The weekend's Nor'easter put a serious damper on the Lembo Lake event. This race usually attracts over three hundred riders, but they were lucky if two hundred riders showed up. The conditions were horrible, with rain falling most of Saturday and all of



Glenn Brigham reflects the joy and excitement felt by everyone racing in Modena this day.

Sunday. The roughly five mile track was completely under water. Half of the track is run in an apple orchard with the remaining sections running through tight, rocky woods. The club also built a small

motocross section with a few small table tops and a couple of doubles. This was the driest section of the track. The woods are usually wet and muddy, but this time it was just one big lake. The nasty, never-ending rock garden was fully submerged, making it extremely treacherous. Several riders ended their day early in this section.

Six AA riders lined up on the front row. Much to everyone's dismay, the club changed the race from seven to eight laps due to the fast lap times of the previous two races. The riders were given a three minute warning for the start of the eight lap event. Much to everyone's surprise, except Manchester Honda's Josh McLevy, the flag was dropped in thirty seconds.

"I was looking at the flagman and he looked like he was ready to drop the flag," said McLevy. "I just got my goggles on when he started the race."

No one else on the front line was ready, giving McLevy the holeshot and a good 10 second lead before anyone else even got off the line.

By the end of the first lap, Spectro/AXO/Scott's McLevy had a minute lead on second place Torco/Moose backed Todd Levesque. Putnam Kawasaki's Luke McNeil and Arthur Menzel were battling it in third and fourth respectively, with Dave Gunn in fifth. Not far behind was Open Expert rider Ken Valentine. Valentine took over third place on the second lap.

McLevy was tearing up the track on his 250, with lap times of thirteen minutes. Levesque was hanging onto second place, still down just one minute. But not far into the third lap, Levesque hit a root and went down hard. He ended up sitting alongside the trail for a few minutes trying to regain himself. After a quick glove change, he was



What a lovely day for a hare scramble! Lembo saw pouring down rain and underwater woods, a real ton of fun for the riders.



Luke McNeil negotiates a tight spot in the swampy forest. In spite of the weather Luke finished 3rd AA.

back at it but down several minutes. This mishap allowed third place Valentine to move to within a minute of Levesque. McNeil was now in fourth, followed by

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Menzel.

With the fourth lap completed, it was obvious that McLevy was well suited for the 250, as he started to click off a minute a lap faster than second place Levesque. Valentine was now comfortably in third place with Expert 250 riders Brian O'Neil and Ben Asaff moving into fourth and fifth.

Even with the steady rain, the track never deteriorated and there were no problems with bottlenecks. Nothing to stop McLevy from running away with the race. McLevy finished the eight laps in just under two hours, taking the win by eight minutes over second place Levesque.

"The 250 was awesome," stated McLevy after the race. "It was so easy to handle. I never went down once. It was just a smooth ride the whole time."

Valentine came around one minute behind Levesque to take third overall and the Expert class High Point. O'Neil took fourth place and the Expert 250 class win by just forty seconds on fifth place and fellow 250 rider Ben Asaff.

In the Expert Vet class, Thor/Clarkie's Russell Bain needed to finish in front of Scott Raymond to take the class championship. Bain and Mark White battled for most of the race, each crashing in the rock garden and changing places several times. As the riders headed out for their fourth lap, Scott Raymond was right on Bain's rear wheel, making it a three way battle. The riders hung together for the next two laps before Bain and White were able to pull away from Raymond. Bain lost sight of White on the sixth lap when he went down again in the rock garden. White went on to

take first for the day with Bain taking second and the year-end class championship.

The Novice event ran four laps of the five mile track earlier in the day with Mini class champion Rob Rowe taking the Novice Overall. Rowe also won the day's Mini class with a comfortable margin of four minutes

over second place Robert Langenback. In the Junior class it was Nathan Kanney taking the win after three laps in the pouring rain. Boyd Brower took second place down just over one minute. Heidi Landon was the only one in the women's class to complete all three laps, earning her the class win. □

Lembo Lake H.S.		3. Nidi Vogel		2. Paul Phelps		2. David Kanney	
Josh McLevy	Hon	4. Mark Griffin	3. Charles Kennedy	Suz	3. Larry Piers	3. Larry Piers	Yam
<b>Overall Champion</b>		5. Dave Sharp	4. Mike Jaruhewisk	KTM	4. Robert Young	4. Robert Young	
Ken Valentine	KTM	<b>Novice 200</b>	5. Chris Arpine	KTM	5. Robert Foster	5. Robert Foster	
<b>A High Point</b>		1. Rob Rowe	Amateur 200	Expert 200	Expert 200	Expert 200	
Ron Bertrand		2. Brett Chemail	1. Mike Peristere	1. Brian Lawson	1. Brian Lawson	1. Brian Lawson	
<b>B High Point</b>		3. James Menard	2. Brian Wozniak	2. Hans Neff	2. Hans Neff	2. Hans Neff	
Rob Rowe		4. Charles Geroux	3. Paul Rose	3. Ron Santerson	3. Ron Santerson	3. Ron Santerson	
<b>C High Point</b>		5. Larry Rutta	4. Scott Harwood	4. Dan Bradley	4. Dan Bradley	4. Dan Bradley	
<b>AA</b>		<b>Novice 250</b>	5. Brian Sebben	5. Glen Brigham	5. Glen Brigham	5. Glen Brigham	
1. Josh McLevy	Hon	1. Paul Davey	Suz	1. Brian O'Neil	1. Brian O'Neil	1. Brian O'Neil	
2. Todd Levesque	Yam	2. Robin Allsop	Yam	2. Ben Asaff	2. Ben Asaff	2. Ben Asaff	
3. Luke McNeil	Kaw	3. Kevin Fahey	Kaw	3. Rob Carlson	3. Rob Carlson	3. Rob Carlson	
4. Arthur Menzel	Kaw	4. Rick Blei	Hon	4. Jeff Staples	4. Jeff Staples	4. Jeff Staples	
5. Dave Gunn	KTM	5. Mike Serrilla	Yam	5. Charles Timothy	5. Charles Timothy	5. Charles Timothy	
<b>Junior</b>		<b>Novice Open</b>	1. Paul Davey	1. Brian Sadotti	1. John Brown	1. Ken Valentine	
1. Nathan Kanney	Yam	2. Robin Allsop	2. S. Nallis	2. S. Nallis	2. Jim Walsh	2. Dan Salomone	
2. Boyd Brower	Yam	3. Kevin Fahey	3. Frank Catucci	3. Frank Catucci	3. Joe Scarfi	3. Chris Panzella	
3. Derek Phelps	KTM	4. Forti	4. Gerry Patterson	4. Gerry Patterson	4. Steve Sheppard	4. Jim Simcock	
4. Joe Senecal	Yam	5. Paul Bogdan	5. Louis Pelella	5. Louis Pelella	5. Nathan Hubbard	5. Roger Billharz	
5. Mike Peristere	Yam	<b>Novice Four Stroke</b>	KTM	<b>Amateur Four Stroke</b>	Hon	<b>Expert Veteran</b>	
<b>Mini</b>		1. Robert Rowe, Jr.	1. James Price	1. Austin Jelbert	1. Mark White	1. Steve Kanya	
1. Robert Rowe, Jr.	Kaw	2. Robert Langenback	2. JJ Sullivan	2. William Reiss	2. Russell Bain	2. John Dunn	
2. Robert Langenback	Yam	3. John Moore	3. Anthony Renicker	3. Thomas Simeon	3. Raymond Scott	3. Super Senior	
3. John Moore	Yam	4. Brian Choquette	4. Gerry Patterson	4. Woody Carpenter	4. Lance Longo	4. David Verdetto	
4. Brian Choquette	Hon	5. Darren Capote	5. Louis Pelella	5. Art Randolph	5. Ken Held	5. Roger Billharz	
5. Darren Capote		<b>Novice Veteran</b>	KTM	<b>Amateur Veteran</b>	Hon	<b>Expert Senior</b>	
<b>Women</b>		1. Heidi Landon	1. Bill Kelly	1. Ron Bertrand	1. Steve Kanya	1. Steve Kanya	
1. Heidi Landon	Kaw	2. Dawn Silvia	2. Robert Knudsen	2. Martin Griff	2. John Dunn	2. John Dunn	
2. Dawn Silvia	kaw	3. Jen Krause	3. Mike Ferguson	3. Dave Dzenutis	3. Super Senior	3. Super Senior	
3. Jen Krause	Kaw	4. Dawn Shayer	4. Mike Litwin	4. Craig Pratt	4. David Verdetto	4. David Verdetto	
4. Dawn Shayer	Hon	<b>Novice 125</b>	5. Tom Keaney	5. Art Randolph	5. Roger Billharz	5. Roger Billharz	
5. Tom Keaney		1. Luke Vogel	1. Jeff Carson	1. Art Randolph	1. Steve Kanya	1. Steve Kanya	
1. Luke Vogel		2. Dale Wager	Suz	2. Dale Wager	2. John Dunn	2. John Dunn	

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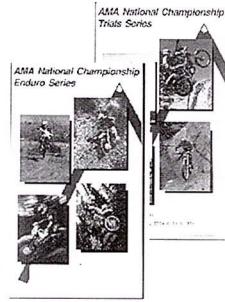
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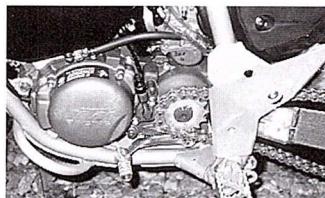
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# MICHAEL LAFFERTY

Talking with the '97 National Enduro Champ

By Paul Clipper

How much do we know about Michael Lafferty? Sure, the name is familiar. It seems like you see the name Lafferty every month in this mag, and you probably do. With two brothers racing at every opportunity, and a father doing it as well, Michael shares the name with one of the most respected racing families east of the Mississippi. However, to a lot of people in this country Mike "came out of nowhere" to win the national enduro championship this past year. They must not know that Mike has been sponsored by KTM and following the circuit for the past few years, last year squeaking in third in the series, just behind Ty Davis and close enough to Randy Hawkins to make him very uncomfortable.

Over the winter of '96/'97, Mike took what he learned from two years of chasing the country's best and put it all together. At the start of this past season he charged out hard and fast, and quickly established a dominance that was never cracked the entire year; and in the end he seemed to "easily" win the series, as if it's ever easy to win a national enduro.

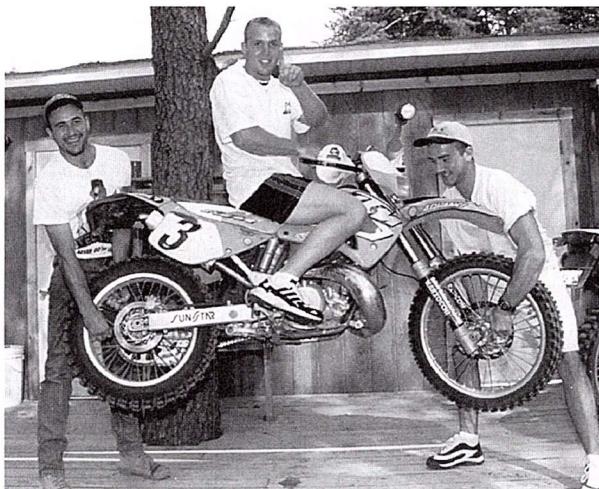


At the '97 Six Days, 23rd in class, gold medal.

Well, since he's a home boy, and since we'd all like to win nationals if we only knew how, we figured we'd ask him a few questions about life, the universe, and national enduros.

*TR: You just won a national enduro championship. What does that mean to you?*

Mike: It means a lot. It was a big bonus for all the work I've been doing, there was finally



Clowning with brothers Jack Jr., left, and Richard.

something at the end of the road. It's something I always wanted to do, to be the first one in the family, the first one from Jersey. It means a lot to me, to come all the way from where I started.

*Tell us about your family. What is the family philosophy here?*

Well, when I first started out, when I first decided to ride the nationals, I left everything behind. I just said, "Hey, I'm gonna go racing!" They were all supportive, but hey, they knew that not a lot of people succeeded at this, it's very hard to do. Dad wasn't behind it one hundred percent; I was working, I quit my job, and said "I'm going to go do this." I was going to dedicate all my time to it, and that's what I did, the heck with it. It was a big chance, but it was a big opportunity for me, so I just took it. That was three years ago, and since then I climbed the ladder and succeeded in my goals.

*So what did you do before that?*

Rode local enduros. In '93 and '94 I rode Kawasakis and won the ECEA (East Coast Enduro Association) championship. Before that, in '91 and '92 I finished second overall to my brother Jack. '94 was the last year Jeff Russell rode for KTM, and in '95 I joined the KTM team. KTM opened the door for me, they said "Well, we'll give you a bike, an opportunity to go to the nationals, and we'll have a truck there for you and help you out." It was just an open door; I came up at just the perfect time. The family said "Hey, if you want to do that, give it a try." And here we are.

*So you're the youngest brother of three?*

Yep. I'm 21, Richard is 22, and Jack is 30.

*And Jack has been riding forever, hasn't he? He's been ECEA champion eight times, and your father's been racing for how long?*

I can't figure that out. I kept hearing "25

years, 25 years..." for so long, I've been hearing that for five years now.

*How was this when you were growing up? Was there a pressure on you to ride enduros? To race and do well? A lot of people believe that the Lafferty boys are bred as racers, and that's all they are.*

Dad never, ever, pushed it on us. He looked at it as time to get away from work, time to get away from your life throughout the week. He put in way too many hours in the shop (as an auto mechanic), and when he got out to the races, he liked to race, but more than anything he liked the people. Like me, I enjoy the people so much more than anything else I could do. There was never any pressure. When I was growing up, if I got hurt, or got burned out, or didn't feel like riding it was okay. Dad was going anyhow, he'd say "That's all right, I'm going, I'll see you later." And that was it. Whenever we didn't feel like racing or had a bad attitude or something, he never tried to correct us, he'd say "Can I help you any how?" and if the answer was "no" he'd say okay, and walk away. A lot of people think "Oh they ride all the time!" but we ride because we want to, not because anybody is making us.

*I guess the most boring thing there is to spectate at an enduro, assuming you know how to ride one.*

I am not a spectator. Not at all. I did that this year, when we went to the Ohio qualifier, and then drove all night to the ECEA enduro, the Reading enduro. I said "Oh, I'll just hang out..." Yeah, right. I was there in the pouring rain, a half-hour before the start putting my gear on, thinking I ain't gonna sit around, I'm gonna ride! The next thing you know I won the race, and I just wanted to ride.

No, Dad never pushed us. If Jack or Rich or I had a problem, it was no big deal, we'd get



With some of the cooler trophies.

through and we'd still go to races because that's what we wanted to do. I look back now, and I have to say I have a lot of fun at the nationals, and I know a lot of people and they're all fun, but there's nothing like riding local. I miss those races so much, because you get to ride around with your buddies, you know the people in front of you, know the people in back of you, you even know the people marking your card! It's just fun to ride local races, I love 'em!

*Are you saying that the nationals are too serious?*

Not too serious, it's just that I've only done them for three years now, and I don't know them. This year we had brand new ones that you have to get used to. You go to a new race, and you just don't know that many people. Out of the people who follow the national circuit—hell, there's only a handful of us, sometimes it seems like only four. If I go to an ECEA race, I know everyone, and it's a lot more fun.

*Well, let's go back to the national series and take a look at each of the events, and see what you thought about them. We talked earlier in the year, before the season, and it was pretty obvious to me that this was the year you were going to do it. What kind of feeling did you take out to Coalinga, California, to the first national?*

When I went out to California, I already had in my mind the fact that I had won the ISDE qualifier in Tennessee. That helped my confidence. Randy (Hawkins) was there, (Scott) Plessinger, there was a lot of fast guys there, Chris Smith, the king of the grass track, he's a very good rider...so when I went out to Coalinga, I already had momentum going, in my mind. And even though Ty Davis was there, and he's



All signed up and ready to race KTM for '98.

fast, he always kicks butt there, and Randy was there, but it was, like, let's get started right out of the gate. That's what Al said (Al Randt, Lafferty's mentor and mechanic), he said "Let's get 'em right out of the gate." And I was kind of slow off the start, but then I got faster, and I wound up beating Ty in the last section. I still got second, but I beat Randy by three minutes, and when I saw that I beat Ty in that last section, two checks back to back, he went 4-8 or something, and I went 4-7, and that right

there gave me the last confidence I needed. I thought "That's it, man, you're there!"

*And this carried you into Georgia, and the second event. What happened there?*

I never let off. I raced from 8:37 until the time I was done. I just pinned my bike, and that thing ran awesome all day. I never let up. I hit the first section, it was over ten miles long, and I beat everyone by two minutes. From there on out I knew, this is it, I could do this all day. I just kept it going that day, I had Randy by two, then I pointed him again, and I wound up beating him by three or four minutes.

So that was it. The next weekend was Texas, so I drove straight there, with a full big head, and I went to Texas with all that momentum and kicked their butts again. From Georgia I had it in my mind that I could beat Randy on his home turf, and I went to Texas and I thought "Hey man, if I can beat Randy in Georgia, I can beat Ty in Texas," and I did. He burnt a check, I think he burnt a check, and I just kept going, rode as hard as I could all day, and ended up beating him by a minute.

That just added to the momentum, and after a couple weeks off we had to go to Washington. Lindsay Pirie and Milt Katz drove the truck on out, and I think that helped me out, because I didn't have to drive the truck back out to Washington State. I flew out there, they picked me up, we did a bunch of riding, and that race wasn't very wide open, it was kind of technical. Both Randy and Ty were there, and I went and did it again. I pulled it off, and beat them both there. It all went back to the first race, even though I got second there, I knew now that I could beat them in the later part of the race, and that helped me out for the rest of the year. Because that's where I used to get killed. Last year, I could maybe hang with them early on, but then they'd just

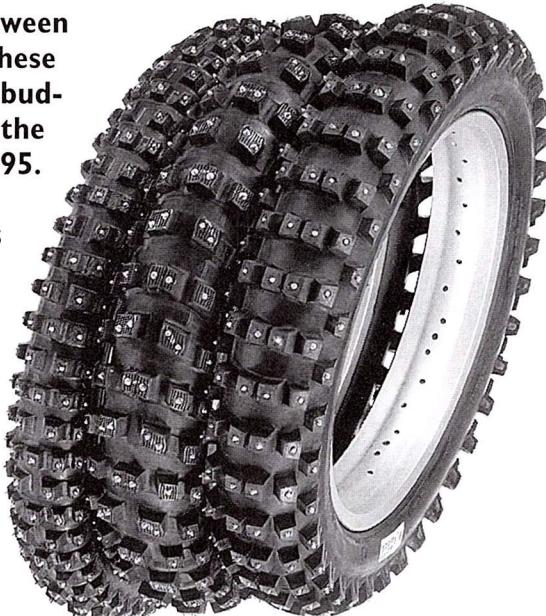
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keep going, and pull away from me. At Coalinga I just rode kind of consistent in the morning, and then Al said "Hey! Its' time to ride!" and I just let it hang out. That's what set the whole season in place.

*You finally figured it out.*

Yep, finally figured it out, it was a procedure of this, and that, and the other, and I kind of just had to put it all together, and when I put it all together in Georgia...look out, it was just a ball of fire that nobody could put out.

*After Washington it was Ohio?*

Yeah, Ohio. There, Doug Blackwell was on 20, Randy was on 24, and I was on number 37, I think. I had that later number, and it was just a muddy, pouring down rain, Ohio race. Good old southern Ohio race, and I had never ridden there in the mud, I had always ridden there when it was dry. I was kind of out of my element a little bit, and those guys both had good numbers, and they were riding really well. I knew Doug was going to be hard to beat, and he had some good scores throughout the day and I was getting stuck, and I thought, "Hey, what am I doing? I'm gonna pin it, I'm going to at least beat Randy!" And we wound up tied on scores and I beat him on tiebreakers. Whew. I figured I finished second, but at least I finished in front of Randy, I knew Doug wasn't going to do the whole series. I had three national wins and two seconds, it wasn't the end of the world. I thought that day that it was the end of the world, I was kind of bummin', I had won the last three and I wanted to win again. In the long run, it wasn't that bad.

The next race was Minnesota, and I won that race there. Randy was riding really, really good, and then he ran out of gas. He had me beat,

and then he ran out of gas and DNFed. I just kept going and beat Matt (Stavish), and that was four wins. Had a weekend off and the next weekend the race was in Michigan. Randy had some bad luck, cut his leg and had problems, and didn't show up in Michigan, and I wound up winning that one too. I think all my luck was from figuring out what to do, finding the formula, and then I got a little bit of help when Randy got hurt.

*After that it was Colorado.*

Yep, my first time in Colorado, riding at elevation, and I thought I was riding great. I had a really good number, I was up in front of everybody, but I didn't know what was going on. I was making some checks, but actually Ty was making the checks the minute before that! He ended up beating me by four minutes. He was just on fire. I talked to his mechanic, Turtle, afterwards, and he said Ty had been bummed out, wasn't doing all that great in the Sound of Thunder series, and felt like he needed this win. He came to Colorado with a new 200 KDX frame with a 250 motor in it, and just loved the bike, had a blast riding it. He rode the race, he rode well, and he's just really hard to beat when he's on and in his element. It was my first time in Colorado, and I thought I was riding good, but I think I needed a little more horsepower, up at altitude. Next year, when I go to Coalinga, or to Colorado, I think I'll use a 300 rather than a 250, for just that little bit more horsepower. Colorado was an awesome race, though, I hope we go back.

*The last time we talked, last season, just before Daytona, it was my impression that the key to winning the national enduro series, or even one race of the series, was figuring it out, knowing how to do it. There are a lot of guys*

*who are fast enough, and even more with plenty of stamina, but I think the key is learning how to win. After the experience of this season, do you think there's any truth to that?*

Very much. I'll agree that now I've figured it out, but I've figured out that there's many things to do. I mean there are so many different things that have to come in line, in order, for it to happen. I'm not saying you have to wear the same color gear, you have to carry a lucky thing, the same T-shirt and all that crap, it's just you have to follow the same set-up, the same procedure every time.

*Okay, what is it? What's the secret? Everybody wants to know.*

I think to everyone it's going to be something different. I mean, I think you have to have luck on your side, you have to be lucky at it, in some parts...but then again you don't. I really don't think there's something you can preach, and tell someone how to do it. If there is...well, you have to want to do it, more than anything, and you have to work at it to the exclusion of everything else, on your own, because everybody's different. If I told my brother how to do it, how to win a national, it's not going to work. I think you have to decide on what's best for you, in your situation.

For example, working with Al, and wanting to race Sunday, and ride as hard as I can, I figured out that I don't like traveling in the box van for three days before I race. I have to keep from getting bored and burned out, so when Sunday comes along I'm hungry, and when I get on that bike Sunday morning I don't think about "Man I gotta get paid, I gotta win this race..." I don't think about "Man, I gotta get my picture in this magazine." When I start in the morning I want to be the best, and I want to

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beat all 380 of the riders that are here today. That's what I'm thinking, that I can do it, and I want to ride my KTM. When I showed up in Georgia, I could have ridden for days.

When you do it, you have to have all these things fall into place, and in order, mentally and physically.

*Okay, I have two words for you: Randy Hawkins.*

Randy is the best at what we do. And he's been the best, he's won...he's in the same category as Burleson. Randy the person is a very friendly, very helpful enduro rider. When I was coming up, and I wasn't quite up to his speed, but he knew in the future I was going to be if I kept going, well, in spite of that he would help me with little things here and there. For me, to actually beat him at this, I don't know if I want to say that it feels good...it feels like I've accomplished something that can't be accomplished. I mean he's done it all, he's won every race, he's been to so many Ohio nationals, and to beat Randy in Ohio, well, that's like a big task. And Randy the racer...he knows how to do it, he knows how to play the game, he knows what it takes to win. He's got the formula down. He may have been off a little this season with the new bike, but he's going to get everything sorted out, and he's going to be harder to beat than this year.

*So how does it feel to beat him?*

It feels good, it feels real good. When I was starting out he was the man. He knew what it took to pull it off when I was growing up, even just a few years ago, and I always wondered what it was going to be like if I could ride



*The family that races together: Jack Jr., Mike, Jack Sr., Richard.*

against Randy, and the other fast guys. Just watching him at Delaware, or one of the other local nationals, Randy was the guy. If I was ever going to do well, he was the man I would have to beat. Thinking back to then, I would have never believed I could be where I am now. There's no way.

*You've said many times that one of your heroes is Kevin Hines. What about him?*

Kevin was always close to home, he was an east coast champion. When I was growing up, when he was winning the championship on KTM, then when he switched to Huskys and all that, it was like, hey, this guy's cool. He's always been friendly and helpful to me and my family, and whenever we've gone up there and

gone riding and things, like last year at the Six Days camp, he's just a fun guy to hang out with. I remember when they had the Wrentham national, up in New England, Kevin was on the minute behind me, and he caught and passed me in the first section. I was bugging out, I was thinking hey, I win local races, what's up with this? So I was bustin' my butt to try to stay with him all day, until I finally died in the last section. I remember afterwards he said to Jack, "You've got to get that kid on a training program, because he'll be able to do something." Having him say that meant more to me than anything else at the time. That was Kevin Hines saying that maybe I knew how to ride!

I have so much respect for him. After winning his championship back in the middle eighties, then to start the CRE thing and win a bunch of races that year, come down to Delaware when it was between him and Steve (Hatch). It would have been so cool to see him win, with all he's done and been through, to do it once and then come around and do it again? That was awesome! But he's always complimented me, been a friend, at the Six Days this year we had a lot of fun. He was chasing for Rodney Smith, and he would look at the times and tell me it's all right, relax, take my time, and then later on we'd get going, and he'd tell me to shut up and twist that thing! He'd look at my throttle and say "Is that thing broke?" Then maybe I'd do a test and I'd come around and he'd give me the thumbs up, saying "Good test, Rodney only got you by four seconds" or something. He knew what it took to motivate me, and I really appreciate all his help. Kevin is the man.

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*So what about Six Days? You finished 23rd in your class with a gold medal, what did you learn there?*

The experience was great, I learned a lot. I learned I have to prepare more for Six Days than I did this year. You can go there and walk the tests and things, and say I'm going to use this line...and then ride it and fall into the same Joe Schmoe lines you'd always use, it's hard to get out of that, and it'll take practice. The Europeans are so good because they practice that all year. I had a great time there, I rode half-decent. When I first got there I was worried about the bikes, I didn't know how the '98s were going to react, so I had to deal with that. The container wasn't there, and we all had to deal with that, and the fact that Al wasn't there hurt me a little. We had been working together all season, and then to not have him there was odd. But it was good to have Kevin there to push me along, to help motivate me. 23rd out of 192 isn't bad, though.

*What about KTM?*

KTM has come a long way, they've had nothing but improvements on the bikes since '95, and I really like the bikes. I didn't know much about the '98s, but now that I ridden them in Six Days I know they're a happening bike. They went a really different direction with the suspension, and it works. I really like the bikes, really like working with KTM. I like dealing with the people, Rod Bush, Brian in Parts, Mike Rosso, Tom Komar. To me, they're really going forward in what I do. They don't jump around to a bunch of different series, they have me in enduros, Plessinger in GNCC, Smail in the Four Stroke races, and they concentrate their people on what they do best. Everybody at KTM knows what it takes to help us out, help us win

races, and they do it. It's hard for us to find a way to thank them totally for what they do, but in my case, I feel like I've thanked them by winning them this championship. I mean, I rode, but I didn't win this championship, KTM did. Rod Bush, Tom, Mike, Al, Brian—it took everybody's help to do this.

*What about Al Randt? At one time you two had a real love/hate relationship.*

Al was very different to me. He was new at what he was doing, and I was new at it also, and he thought hey, this is what I need to do. And I kind of didn't want that to happen, I fought it to some extent. I don't blame him for being that way, we both had to feel each other out, and figure out "Hey, this isn't working, what do we need to make it better?" We sat down the beginning of this year and told each other what we didn't like about last year, and we changed the way we did things and my feelings towards him changed quite a bit. Now we have more fun and are having a helluva lot better time. Now we win races!

Al's been around. He's been around this series many times, and helped me with the inside line on a lot of things, I mean he knows the races and the people, and that's a big help. He's never really said, but I think he's very happy to be doing what we've been doing this year, because like I said, I didn't win this championship. It's his championship as much as mine. He knew what it took to get me motivated, he knew how to set the bike up...without Al there, this would have been impossible. And I've talked to Al, and he wants to do it again next year, he wants to do a repeat, so we're going to take it a race at a time and see what happens. I definitely want him to be a part of my racing, from here on out. As long as he wants to do it, I'm his rider. □



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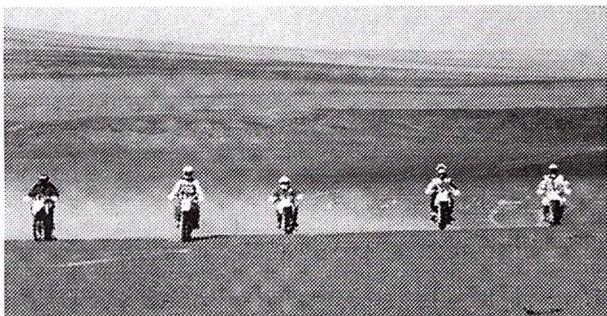
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# RACING STONEY

Take a lap or two on the Stoney Lonesome with Uncle Chaz

By Charlie Williams

Round two of the 1997 Stoney Lonesome hare scrambles series was a mud feast much like round one, maybe worse if that's possible. Now the mud hardly slows the fast guys at all, John Machino, Mike Sampson, the Creeg brothers, the Smith brothers; these guys all haul butt and rode laps around me and most of the field. Some riders they beat back to the truck by hours. Yes, there were riders still lost out on the course after the trophies were handed out and everybody had left. There was just a small group of us (in us, I mean the Great Dave's racing team, their families and Team Mooch) left out in the parking lot when a club member walked out and asked when we were going to leave. My anonymous friend started explaining, "Well after the race Mike never came back, so Dave went to look for him and now he hasn't come back either, so we sent out four more riders, in two groups of two to look for Mike and Dave. One of those groups came back so we sent out one more bike and eight

people on foot in three different groups. We will leave as soon as we get most of our people back."

This was a funny scene. Think about it, Team Mooch is about the last thing Stoney Lonesome wants hanging around. Great Dave's is not popular with the club because they sponsor Team Mooch, but here we were, hours after the race, still trying to round up stragglers. Now it is raining again and it will be dark soon, we still have half a dozen riders out in the woods looking for each other or the truck or who knows what. Stoney is a small place and there were arrows to follow. Eventually everyone made it back safe and sound with harrowing stories about self-rescue and pushing bikes across lawns to get back to the road. Road? We wonder. (There is no road).

Back at the race, Mike Sampson stole the show. Mike is famous on the Mid-South hare scrambles series as a top five finisher and he came out on top today. Mike hasn't been at Stoney for a while and agreed the electronic scoring system should be a good thing, once they get it figured out. What he was talking about was the first electronic

check on today's course. Now, anything I say about this check is going to start a tizzy among the already irritated club members. But in the AMA rules, if a certain number of riders miss a check, it will be thrown out. That is what happened, I won't get into why so many riders missed the check, but it caused one of the three electronic checks to be thrown out, that's 33% of the newfangled technology. Then you have the discrepancy of riders who did make the check, wanting and deserving credit for it. An unfortunate situation that led to strong voices and the need for personal apologies after the dust settled.

Speaking of dust, here come the next two rounds of the Stoney series, and some new old faces. Brian Walker, two-time Six Day medallist, ex-Stoney champ, showed up to ride. When I asked him about his feelings about the electronic scoring he refused to talk to me without his attorney because every thing he might possibly say would be twisted and misconstrued to make me look good and him look bad.

I like this weekend. It's the two-day race; they have a race on Saturday at 4:00 p.m.



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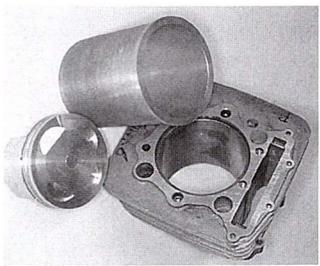
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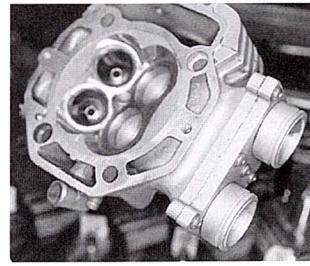
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My history at Stoney goes way back to childhood. This is from 1980, after a team race there, where we finished fourth or fifth in class. If I look a little more tense than my partner it's because that's my bike, and it needs two new fenders and a headlight, a new chain and a lot of maintenance, none of which I was looking forward to. Some things never change.

then turn around and do it again Sunday at the traditional 12:48 start time. As muddy as the first two rounds were these races were dusty and fast, many fourth and fifth gear straights with little singletrack "S" curves to change direction.

This weekend I got to ride one of the world's greatest bikes, the 125 TM. Now I can't boast and claim I've ridden everything and have an engineer's background to understand why, but in the last couple of years I've gotten to ride many different bikes and the TM 125 is my favorite. Box stock, right out of the crate it is magic and if you were to massage one like Chris Smith does you could go win Qualifier events just like Chris Smith does. The bike fires easily enough even with that tiny awkward kick starter and races right along with the rest of them to the first turn, but that is where rider error takes over and everybody passes me. I don't know what it is but I have lost all first lap "do or die" charge. I was scared to death. Dust as thick as a four-hook brassiere strap and bikes racing and crashing everywhere with no regard for their own safety, let alone mine. I drop back to a group of riders with a similar mind set and go about working my way back up to the front once the pace has settled in a little.

This strategy keeps me healthy, but it also kept me out of the trophies, so the next day I pushed through my fears and came around the first lap in sixth overall. But, somewhere on the next lap I followed the wrong color arrows and came up behind the second row of starters who started a full minute after me, but here I am racing through a cloud of B riders trying to remember if it was blue arrows to the orange arrows or were the orange arrows for the mini bikes and the red arrows were the second third of the course turning back to blue, no, orange, for the final third of the course. Here's a new twist—a hare scramble; you need a route chart for.

I had a great ride Sunday and only fell twice, once was real easy in the dust where the front end crabbed up on the side of an unseen rut and I dropped it. My main concern was another rider charging up through the dust and hitting me, so I was quickly back on my way. Then later in the race, like

at 1 hour and 15 minutes, I took a little harder tumble but was able to jump up and push-start the bike. How's that for an energy level? So late in the race, able to push start the bike. I like the 125. Now, this fall did not cost me too much time or skin, but it did cost me money. See when I went down it caught the edge of the radiator and sprung, twisted, generally screwed-up a brand new radiator; and further more something had snagged on the wire coming out of the lighting coil. This shouldn't have been such a big deal except instead of snapping the wire it pulled the fiber tabs off the inside of the

lighting coil, reducing it to junk. These parts, along with the rest of the bike, were brand new, and so were its replacement parts. Ouch!

The only thing that made it all worth while was that for the first guy out of a trophy, you won a pair of goggles from Great Dave's. Since I was the first guy out of a trophy in the Lightweight A class I was sticking around for my free goggles. I'm waiting....

I should have used my time more wisely and copied down results from these races so I could tell you who won. Sorry, but it is almost two months after the race and I can still not find scores or results in the shops or in the paper. I do know that on Saturday John Machino, a strong series contender, had trouble with his throttle housing coming loose on his 250 TM and having to stop

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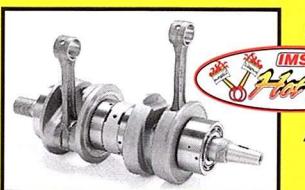
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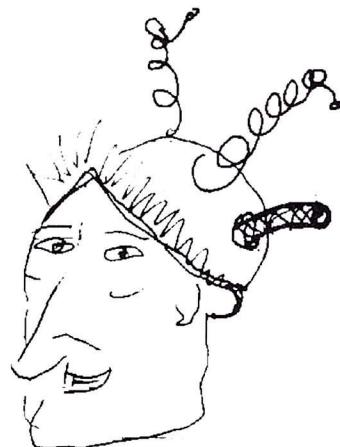
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and tighten it, this cost him some time and as competitive as the front runners are he couldn't afford to give away any time. Then after the race he was doing some jetting on his bike and he took a spill. In the fall he hurt his wrist, this slowed him down considerably on Sunday; well, like back to fifth place or so. Mike Sampson snapped a chain and dropped out of Sunday's race. He must really be pushing his KX 250 to snap a chain. His bike isn't a beater, he's got sponsors and I'm sure the chain was in good shape when he started. So to snap a chain he must be "getting down" on it.

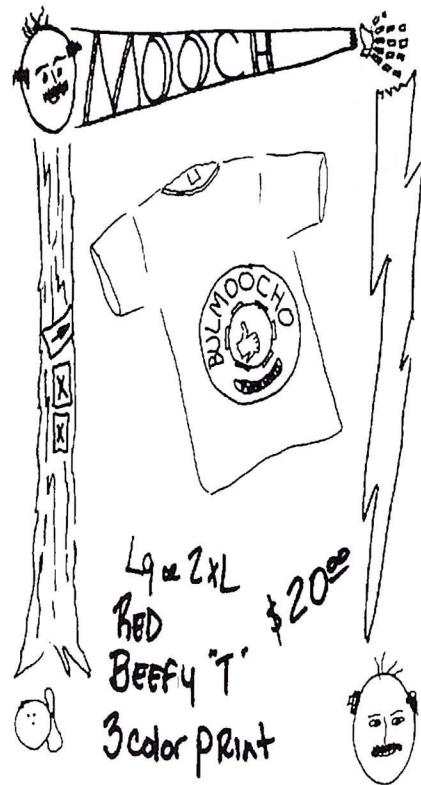
Eventually we will all be able to look the race facts up on the Stoney Web page. We will be able to chart each race lap by lap, checkpoint to checkpoint. They now have the technology, but so far it's just being used as a electronic hole punch, two-thirds of the time. So for now we are stuck with using my memory, and you know it is clouded. Something I do remember is on the last lap of Saturday's race...I wound up racing the infamous Rob Kirshner, famous for his exploits on the National Hare Scrambles series. Well, he must have had a bad day, because he had passed me and I recognized him so we raced along until like the last turn of the last lap. He was on the



Man with a funny hat, possibly seen at Stoney, I don't remember now.

inside and I was going around on the more dangerous outside. We laughed later that if he had wanted to he could have centerpunched me and sent me all the way down the hill but instead he let me live. It is nice to ride with friends because afterward we had a big laugh out of it; we weren't in the same class or anything, it was just for fun. Okay, the next day he kicked my butt as usual, but that's no big deal. I'm nobody; what's he going to do, add it to his resume? Beat Charlie Williams at the StoneyLonesome hare scrambles, one day?

All in all I think the electronic scoring is working out pretty well, sure it's going to take some practice and mistakes will be made, but it proves the club is serious about their racing and their reputation. They know that the thousands of dollars worth of score keeping equipment they had to buy, this money will come back to them, many times over. They understand quality, integrity, values, and the importance of a fair playing field. A field that is on the path to the top, not to an end of the road. Thank you Stoney club members for making the extra effort to insure your club grounds will return to being the most prestigious hare scrambles series in our state of Indiana. See ya in October. □



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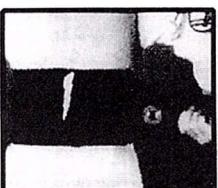
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by Mark Uth

Woodland Twp., NJ 10/12

With the migration of many ECEA enduros to the spring, most as a result of conflicts with the various hunting seasons, many prime fall dates have been left available for other forms of riding, most notably ECEA hare scrambles and dual sport rides. No doubt autumn provides some of the finest riding weather all year long, making near all of these events worthy alternatives to just plain trail riding.

The South Jersey Enduro Riders recently hosted one such event, a 100 mile long dual sport trail ride run from a tract of private land along U.S. Route 72, just east of the Chatsworth Triangle. Near 50 riders turned out for the ride, itching for a prime fall day in the saddle. Mother Nature didn't let anyone down either, gracing that Sunday in October with sunny blue skies and high temperatures that climbed into the 70s. It was a bit brisk in the morning however, hovering around the 50 degree mark with a heavy wet morning dew.

Course trailbosses Mark Young and Adrian Van De Burgt laid out a course that made use of nearby virgin lands and trail,



Dual sport warriors taking a break.

untouched by any local enduros. It provided plenty of fresh fire cuts and reclaimed wood road in the pine and deciduous forest north of U.S. 72. Some of the trail was so fresh that there were a fair number of face slappers and down fallen logs within, which served to up the skill level and fortitude

needed to negotiate them. However, this was made up for by the near total lack of whoop-de-dos and fresh scenery.

Being fall, and a dry one at that, it was kind of dusty in places, however, since everyone was riding at their own pace, it was easy to lay back and let things settle before forging ahead. A 70 mile morning loop was followed by a short 30 mile afternoon jaunt. In between there was a lunchtime feast of sausage sandwiches with all the trimmings. There were some problems with riders getting lost in the morning, attributed to a combination of factors including route sheet confusion, arrow mischief by other forest users and light arrowing by the club. However, everyone got back all right and the afternoon loop was vigorously rearrowed to prevent any recurrence.

A near total lack of blacktop coupled with a course that looped riders back to the starting area permitted riders with legal trail bikes to easily negotiate both loops. After the afternoon loop, lunch was extended to provide a post ride snack. In addition to the ride and trail grub, the club gave away T-shirts to all entrants. Not bad for a \$15 entry fee. □

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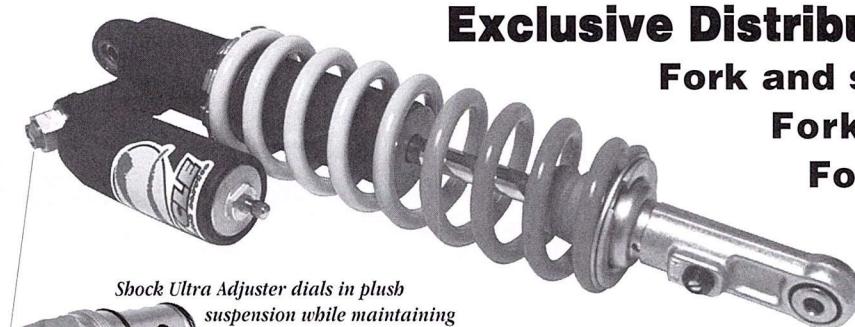
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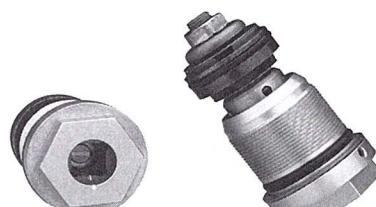


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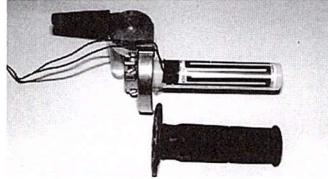
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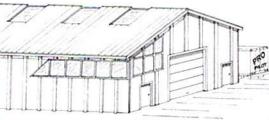
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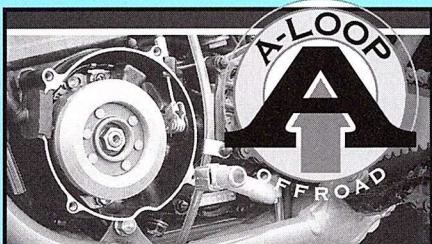
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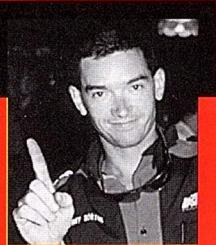
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# HERTFELDER

## THE PACK RAT

**A**t first I thought I was merely misplacing the tools. I'd lay a pair of diagonal cutters on the lid of my tool box, waddle around to the other side of the motorcycle to do something, and when I came back a pair of needle nose pliers would be there. I'd lay down a six inch adjustable and it would turn into an eight inch adjustable; a Phillips screwdriver would turn into an Allen wrench. The threat of premature senility had entered my mind until the day I laid down a 12 ounce machinist's hammer and returned to pick up a 36 ounce ball-peen that almost broke my wrist.

Now it's been a long time since I had a motorcycle requiring the persuasion of a backhand swing from a 36 ounce hammer, and that was the square barrel Greeves that Cliff Ferris used to loan to the whole world.

Other than removing the axles from a square barrel Greeves that was put away wet—and breaking out of prison—I wouldn't have a 36 ounce hammer for a gift or a sail boat anchor.

Someone was swapping tools with me. I was the victim of a pack rat.

Naturally, this was better than being the victim of an out and out rip off artist, but I got worried about what I could fix on a motorcycle with the keyhole saw that was left in place of a pair of small Vise Grips one day. At the time I was trying to put a brake return spring in place and all I had to work with was a long ice pick. That spring was taking three-cushion shots around the inside of my van and splintering the cheap paneling something fierce. What would I do if this guy borrows my metric sockets and leaves me a quart of spar varnish? I had to find the pack rat before I found myself with tools I couldn't even IDENTIFY.

At the Tri-County enduro I was taking off the three-foot sissy bar I'd stolen from Ken Lather's street bike and bolted onto my XL250 just for laughs, when I was distracted for a few minutes and had a six millimeter long-reach socket turn into a short-reach L4 spark plug. I have to confess that I was distracted 128 percent by a girl who had been 15 years old for the last ten years and was still showing the boys the remarkable changes in primary, secondary and thirdary sex characteristics. She had a size 36 butt vacuum packed into size 32 jeans, and a static-charged T-shirt being wobbled to death by a pair of perpetual motion machines.

She threw a shadow with a fuzzy edge.

Wolfgang, parked next door, was refueling as she undulated past and degreased his steering head bearings with a gallon of 92 octane Shell. She had more going for her than the entire graduating class at Hallahan Girl's High.

What was I saying? Oh, the tools....the tools.

Since I had another 47 minutes before my key time I set me a pack rat trap. I started my XL and laid my large Vise Grips on the exhaust pipe near the engine. Twenty minutes later, when they were smoking nicely, I dropped them on the lid of my tool box and walked over to see if their key time clock was still the same as the rest of the country. When I came back the vise grips were gone so I hustled over to the Mercy Rescue Squad ambulance looking for a pack rat with a burned paw.

What I found were two riders who had gotten their noses sliced at last week's brush bash getting taped up so they could go out and do it again. Neither had a burn. My trap had trumped.

I felt a bit foolish hanging around the ambulance and not bleeding, so I asked a well packed middle-aged nurse if she might give me some mouth-to-mouth resuscitation lessons, and telling her, with no humility whatsoever, that I could suck the chrome plating off a Plymouth bumper. She chased me away and led me to believe she wanted no riders near the ambulance who were not bleeding profusely, compound fractured, preferably unconscious, reasonably clean and with a blood type bracelet on the left wrist.

When I returned to my van I saw a chain breaker on the lid of my tool box, a REAL chain breaker worth about twenty of the Beaver Tooth models I hack around with. I picked it up with a smile; a smile that turned to bile as the thing seared its way into the first two layers of skin on my fingertips. It had probably been heated by a propane torch just prior to my arrival.

I let out a yell that started dogs barking a mile away, and jogged back to the ambulance to see if they had some butter, or margarine, or whatever they use on burns nowadays.

"You're running those roaches too short," the nurse said.

"Wrong," I insisted as she slit the blisters. "I got bit by a pack rat."

"He had hot lips," she noted as she daubed something on my finger tips that made me inhale past my teeth from the sting of it.

"Would you like something to bite on?" she asked sarcastically.

"Gee, that's really nice of you, but I have to leave in two minutes."

She stuffed some narrow Band-Aids in my pocket with one hand and clipped me on the jaw with the other.

After settling my fingers as gently as I could in my gloves I motored over to the start. For the next two and a half hours I competed with my usual incompetence, dropping handfuls of points at each check but still following Enduro Commandment #2: Go As Fast As Thee Can Until Thee Is One Hour Late.

(Commandment #1, in case you've forgotten: Thou Shalt Turn Thy Fuel To ON Before Thy Float Bowl Sucks Wind.)

I had hopes of hitting the last check 59 minutes late when it began raining cats and dogs, turned into a monsoon, then worked it's way up to a deluge. The next checkpoint was crewed by a heads-up group who had roped a 20x20 tarp between the trees over the trail. The check following, where I went over my hour, had a crew prepared for moderate to heavy sunshine; they looked like shipwreck victims. They couldn't agree how I should return to the start line and almost started fighting among themselves until one of the layout crew came splashing up to aim me in the right direction.

Five minutes later I was on an asphalt road with no shoulder to speak of and I'll never understand how folks can enjoy pavement riding; it's

as dull as sleeping alone.

I don't trust knobbies on wet asphalt any more than you do, but I still contracted a case of terminal low-side crossing a wooden bridge covered with a dozen slick steel plates near the center. I was holding EVERYTHING steady on that bridge—throttle, steering, breathing and thinking, when some rain curled around my knee and shorted the plug. The next thing I knew my handlebar was throwing a roost of wet toothpicks and I was trying to look past my boots to see if any cars were behind me..

I rolled the bike to the side of the highway, hammered the levers in place with the heel of my hand, clamped the front wheel between my knees and unsprung the forks. When the Honda hadn't woke up by the third kick I knew enough to replace the spark plug and reached into my jacket pocket for my custom plug wrench, a cut-down socket welded to the hole end of a small adjustable wrench.

And it was GONE!

And in it's place were a half dozen cheap ball point pens and every one had my pack rat's name on it: MELVIN MULFORD DOWNS FOR AUTOMOTIVE TOOLS OF ALL KINDS.

I had suspected Mel all along, for he is devious to a high degree; having taken things from me in the past ranging from women to fried egg sandwiches, some of whom I was very fond of especially on rye bread. I vowed to kill him and kicked the Honda hard enough to float the valves. It started out of pure fear.

Riding back in the rain chilled, among other things, my enthusiasm for killing Mel. I thought how pleasant it would be when I start my van and get it warm and I could strip off the wet duds, towel down and crawl into some warm flannel.

By the time I showboated a crossed-up slide around Wolfgang's truck I was shivering like a Mexican hairless in Montana and in no mood to see what I saw. My van was gone!

Where it had been parked now sat Mel's Ford pickup, which had had no passenger window for years. My clothes were lying on the seat thoughtfully placed in a cardboard box stained dark brown from rain water driving in the open window and running across the seat. Changing clothes in the pickup cab wasn't much drier than standing out in the rain, but afforded a bit of privacy. Every time I tilted my head back from a leg cramp I'd see the note taped to the ceiling: "ED, I NEED THE VAN, JUST MET ONE OF YOUR OLD GIRLFRIENDS - MEL"

Using my jacket for an umbrella I sloshed over to the lunchroom and consumed a death sentence of four cups of coffee and two bowls of chili, and when I looked out the window my van had been pack-ratted back.

I'll probably kill Mel next week, when my fingertips heal enough to pull a trigger.

— Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous *Duct Tapes* stories. He can be reached at 111 North Summit Dr. RR5, Cabot AR 72023.



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC

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Feature Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Test Editor Donn Maeda has thrown a leg over just about every type of off-road machine as well, from the latest MXers to yesterday's three wheelers, and from slow-speed, balance-oriented trials bikes to 140-mph Harley flat trackers. If it's got

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